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Rules and Regulations

Title 7—AGRICULTURE

Chapter IX—Agricultural Marketing Service (Marketing Agreements and Orders), Department of Agriculture

PART 912—MILK IN DUBUQUE, IOWA, MARKETING AREA

Deletion of Part

Notice is hereby given that effective January 1, 1961, the order, as amended, regulating the handling of milk in the Dubuque, Iowa, marketing area was merged with and superseded by the order, as amended, regulating the handling of milk in the Quad Cities-Dubuque marketing area (25 F.R. 12987; F.R. Doc. 60-11764), and therefore since that date the Dubuque, Iowa, order has not been effective as a separate order. Accordingly, the order, as amended, regulating the handling of milk in the Dubuque, Iowa, marketing area should be deleted from the Code of Federal Regulations.

February 3, 1961.

Roy W. LENNARTSON,
Deputy Administrator.

[F.R. Doc. 61-1116; Filed, Feb. 8, 1961;
8:47 a.m.]

PART 925—PUGET SOUND, WASHINGTON

PART 971—DAYTON-SPRINGFIELD, OHIO

PART 973—MINNEAPOLIS-ST. PAUL, MINNESOTA

PART 978—NASHVILLE, TENNESSEE

PART 988—KNOXVILLE, TENNESSEE

PART 1000—CHATTANOOGA, TENNESSEE

PART 1002—GREATER WHEELING, WEST VIRGINIA

PART 1009—CLARKSBURG, WEST VIRGINIA

Determination of Equivalent Price for "Cheddars" on the Wisconsin Cheese Exchange

Pursuant to the provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601 et seq.) and to the applicable provisions of the orders, as amended, regulating the handling of milk in the aforesaid milk marketing areas (7 CFR Part 900), hereinafter to as the "orders" it is hereby found and determined as follows:

(1) Inasmuch as there was no trading in "Cheddars" on the Wisconsin Cheese Exchange on the weekly trading session on Friday, January 27, 1961, and the average of prices for "Cheddars" on

other trading days during the month is not representative of such price for January 1961, it is hereby determined that the equivalent price for "Cheddars" on the Wisconsin Cheese Exchange for January 1961 to be used in orders as factors in the formulas for computing class prices shall be 36.75 cents.

(2) Notice of proposed rule making, public procedure thereon and 30 days' prior notice to the effective date hereof are impractical, unnecessary and contrary to the public interest, in that (a) there was no trading in "Cheddars" on the Wisconsin Cheese Exchange on the weekly trading session on Friday, January 27, 1961, and the average of prices for "Cheddars" on other trading days during the month is not representative of such price for January 1961; (b) the determination of an equivalent price immediately is necessary to make possible the announcement of class prices under the orders in valuing producer milk received by handlers during January and February 1961; (c) an essential purpose of this determination is to give all interested persons notice that the average of the prices for "Cheddars" on the Wisconsin Cheese Exchange in January 1961 is not being used for the purpose of the price computations required in connection with the computation of class prices under the aforesaid orders; and (d) this determination does not require substantial or extensive preparation of any person.

Issued at Washington, D.C., this 3d day of February 1961.

ORVILLE L. FREEMAN,
Secretary.

[F.R. Doc. 61-1117; Filed, Feb. 8, 1961;
8:47 a.m.]

[Tangerine Reg. 222]

PART 933—ORANGES, GRAPEFRUIT, TANGERINES, AND TANGELOS, GROWN IN FLORIDA

Limitation of Shipments

§ 933.1050 Tangerine Regulation 222.

(a) *Findings.* (1) Pursuant to the marketing agreement, as amended, and Order No. 33, as amended (7 CFR Part 933), regulating the handling of oranges, grapefruit, tangerines, and tangelos grown in Florida, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674), and upon the basis of the recommendations of the committees established under the aforesaid amended marketing agreement and order, and upon other available information, it is hereby found that the limitation of shipments of tangerines, as hereinafter provided, will tend to effectuate the declared policy of the act.

(2) It is hereby further found that it is impracticable and contrary to the public interest to give preliminary notice, engage in public rule-making procedure, and postpone the effective date of this section until 30 days after publication thereof in the FEDERAL REGISTER (5 U.S.C. 1001-1011) because the time intervening between the date when information upon which this section is based became available and the time when this section must become effective in order to effectuate the declared policy of the act is insufficient; a reasonable time is permitted, under the circumstances, for preparation for such effective time; and good cause exists for making the provisions hereof effective as hereinafter set forth. Shipments of tangerines, grown in the production area, are presently subject to regulation by grades and sizes, pursuant to the amended marketing agreement and order; the recommendation and supporting information for regulation during the period specified herein were promptly submitted to the Department after an open meeting of the Growers Administrative Committee on February 7, 1961, such meeting was held to consider recommendations for regulation, after giving due notice of such meeting, and interested persons were afforded an opportunity to submit their views at this meeting; the provisions of this section, including the effective time hereof, are identical with the aforesaid recommendation of the committee, and information concerning such provisions and effective time has been disseminated among handlers of such tangerines; it is necessary, in order to effectuate the declared policy of the act, to make this section effective during the period hereinafter set forth so as to provide for the continued regulation of the handling of tangerines, and compliance with this section will not require any special preparation on the part of the persons subject thereto which cannot be completed by the effective time hereof.

(b) *Order.* (1) Terms used in the amended marketing agreement and order shall, when used herein, have the same meaning as is given to the respective term in said amended marketing agreement and order; and terms relating to grade, diameter, and standard pack, as used herein, shall have the same meaning as is given to the respective term in the United States Standards for Florida Tangerines (§§ 51.1810-51.1834 of this title; 25 F.R. 8216).

(2) Tangerine Regulation No. 221 (§ 933.1046; 26 F.R. 282) is hereby terminated at 12:01 a.m., e.s.t., February 10, 1961.

(3) During the period beginning at 12:01 a.m., e.s.t., February 10, 1961, and ending at 12:01 a.m., e.s.t., July 31, 1961, no handler shall ship between the production area and any point outside thereof in the continental United States, Canada, or Mexico:

(i) Any tangerines, grown in the production area, that do not grade at least U.S. No. 1; or

(ii) Any tangerines, grown in the production area, that are of a size smaller than the size that will pack 246 tangerines, packed in accordance with the requirements of a standard pack, in a half-standard box (inside dimensions $9\frac{1}{2} \times 9\frac{1}{2} \times 19\frac{1}{8}$ inches; capacity 1,726 cubic inches).

(Secs. 1-19, 48 Stat. 31, as amended; 7 U.S.C. 601-674)

Dated: February 8, 1961.

FLOYD F. HEDLUND,
Deputy Director, Fruit and
Vegetable Division, Agricultural
Marketing Service.

[F.R. Doc. 61-1212; Filed, Feb. 8, 1961;
11:37 a.m.]

Title 32—NATIONAL DEFENSE

Chapter VII—Department of the Air Force

SUBCHAPTER C—CLAIMS AND ACCOUNTS

PART 836—CLAIMS AGAINST THE UNITED STATES

Air National Guard Claims

New §§ 836.300 to 836.315 are added as follows:

Sec.	
836.300	Purpose.
836.301	Explanation of terms.
836.302	Scope of employment and negligence.
836.303	Cognizable claims.
836.304	Claims not cognizable.
836.305	Claims cognizable under other directives.
836.306	Compensation for personal injury or death.
836.307	Claimants excluded.
836.308	Subrogation claims.
836.309	Procedure for processing claims.
836.310	When claim must be presented.
836.311	Settlement agreement.
836.312	Settlement authority.
836.313	Finality of action.
836.314	Appeals.
836.315	Claims for more than \$1,000.00.

AUTHORITY: §§ 836.300 to 836.315 issued under sec. 8012, 70A Stat. 488; 10 U.S.C. 8012. Interpret or apply 32 U.S.C. 715.

SOURCE: AFR 112-14, November 1, 1960.

§ 836.300 Purpose.

Sections 836.300 to 836.315 outline procedures for administrative settlement of claims against the Air National Guard that arise for damage to or loss of property, or for personal injury or death resulting from the negligent act or omission of Air National Guard military or civilian personnel while acting within the scope of their employment, or otherwise incident to Air National Guard noncombat activities.

§ 836.301 Explanation of terms.

Terms used in §§ 836.300 to 836.315 are defined in §§ 836.200 to 836.220.

§ 836.302 Scope of employment and negligence.

(a) *Noncombat activities.* A determination that the authorized act or omission giving rise to a claim was within the scope of employment or the result of Air National Guard negligence is not required if the cause of the damage, injury, or death is "otherwise incident to noncombat activities" of the Air National Guard.

(b) *Other activities.* Claims resulting from other than Air National Guard "noncombat activities" require a determination that the act or omission giving rise to the claim was within the scope of employment and the result of Air National Guard negligence.

§ 836.303 Cognizable claims.

The following type claims arising on or after September 13, 1960 are cognizable under §§ 836.300 to 836.315.

(a) *Personal injury and death.* Claims for personal injury and wrongful death, as well as pain and suffering preceding death (see §§ 836.200 to 836.220).

(b) *Property.* Claims for damage or loss of property include:

(1) Real property used and occupied, except as excluded by § 836.304(n).

(2) Personal property bailed to the Air National Guard under an agreement, expressed or implied, unless the owner has expressly assumed the risk of damage or loss (see § 836.304 (k) and (l)).

(3) Registered or insured mail in the possession of the Air National Guard, even though the loss was caused by a criminal act. (Claims accruing while the mail is in the possession of the Post Office Department or caused by APO personnel are not cognizable under the provisions of §§ 836.300 to 836.315). Provisions of this section do not apply to ordinary mail or to "minimum fee" insured mail not requiring an insurance number or receipt, unless such mail has a money value and it is determined that loss occurred while in Air National Guard custody (see subparagraph (2) of this paragraph).

§ 836.304 Claims not cognizable.

Sections 836.300 to 836.315 do not apply to a claim which arises:

(a) Before September 13, 1960.

(b) From combat activities of military forces during time of war or armed conflict.

(c) Wholly or partly from the negligent or wrongful act of the claimant, his agent, or his employee. The doctrine of comparative negligence is not applicable.

(d) For property damage occurring to, or injury or death of military personnel incident to their service.

(e) For injury or death of a civilian employee cognizable under the Federal Employees' Compensation Act (39 Stat. 742; 5 U.S.C. 751), or the Longshoremen's and Harbor Workers Compensation Act (44 Stat. 1424; 33 U.S.C. 901), as made

applicable to certain civilian employees of nonappropriated fund instrumentalities of the United States Armed Forces (66 Stat. 138; 5 U.S.C. 150k) under the Act of July 18, 1958 (72 Stat. 397; 5 U.S.C. 150k-1).

(f) In a foreign country and presented by a claimant to the authorities of a foreign country and final action taken thereon under Article VIII of the NATO Status of Forces Agreement, Article XVIII of the Japanese Administrative Agreement, or other similar treaty or agreement.

(g) From a transaction purely contractual in nature.

(h) From private, as distinguished from Government, transactions.

(i) Solely from compassionate grounds.

(j) For patent infringement.

(k) For war trophies, and articles intended directly or indirectly for persons other than the claimant or members of his immediate family, such as articles acquired to be disposed of as gifts or for sale to another, voluntarily bailed to the Air National Guard, except registered or insured mail. No allowance will be made for any item when evidence indicates that the acquisition, possession, or transportation thereof was in violation of any regulation or directive.

(l) For precious jewels and other articles of extraordinary value, voluntarily bailed to the Air National Guard, unless within the provisions of § 836.303 (b) (3). Allowance for articles acquired by barter will not be more than the cost of the articles tendered in barter.

(m) From the operations of a nonappropriated fund activity, unless arising from acts or omissions of military personnel while performing assigned military duties, or civilian employees paid from appropriated funds while performing official duties (see §§ 836.161 to 836.165).

(n) For rent, damage, or other payments involving the acquisition, possession, and disposition of real property or interests therein by and for the Air National Guard (see §§ 836.200 to 836.220).

(o) From claims for taking of private property by trespass resulting from the flight of aircraft.

§ 836.305 Claims cognizable under other directives.

Sections 836.11 to 836.27, 836.31 to 836.47, 836.61 to 836.77, 836.90 to 836.101, 836.141 to 836.148, 836.161 to 836.165, or AFR 182-7 (Shortages or Excesses in Postal Account) take precedence over §§ 836.300 to 836.315 as to any claim cognizable thereunder.

§ 836.306 Compensation for personal injury or death.

As to any claim, allowable compensation will not include reimbursement for medical, hospital, or burial expenses furnished at the expense of the United States.

§ 836.307 Claimants excluded.

A national or an ally, or a corporation controlled by a national or an ally, of a country at war or engaged in armed conflict with the United States, or of any country allied with such country, is excluded as a claimant, unless the approving authority considering the claim or the local military commander, subject to review by the approving authority, shall determine that the claimant was at the time of the incident, and is, friendly to the United States. A prisoner of war or an interned enemy alien is not excluded as to a claim for damage to or loss or destruction of personal property in the custody of the Air National Guard otherwise cognizable under §§ 836.300 to 836.315.

§ 836.308 Subrogation claims.

Such claims are cognizable under §§ 836.300 to 836.315 and will be processed as prescribed by §§ 836.200 to 836.220.

§ 836.309 Procedure for processing claims.

The procedure set forth in §§ 836.200 to 836.220 will be followed if not inconsistent with §§ 836.300 to 836.315.

§ 836.310 When claim must be presented.

(a) A claim may be settled under §§ 836.300 to 836.315 only if presented in writing within 2 years after it accrues, except that if it accrues in time of war or armed conflict, or if war or armed conflict intervenes within 2 years after it accrues, and if good cause is shown, the claim may be presented within 2 years after the cause ceases to exist, but not later than 2 years after the war or armed conflict is terminated.

(b) As used in this section, a war or armed conflict is one in which any United States Armed Force is engaged. The dates of commencement and termination of an armed conflict shall be as established by concurrent resolution of the Congress or by determination of the President.

§ 836.311 Settlement agreement.

See §§ 836.200 to 836.220.

§ 836.312 Settlement authority.

See AFR 112-1 (Organization, Responsibilities and Authority).

§ 836.313 Finality of action.

The action of the approving authority is final and conclusive on the claimant, in the absence of his appeal to the Secretary of the Air Force.

§ 836.314 Appeals.

On disapproval of a claim, in whole or in part, the approving authority will notify the claimant of the action taken and the reason therefor. He will also advise the claimant of his right to appeal to the Secretary of the Air Force, through the approving authority, within 30 days after the date of mailing such notification. The claimant also will be advised that he should state the grounds on which he bases his appeal.

§ 836.315 Claims for more than \$1,000.

See AFR 112-1 (Organization, Responsibilities and Authority) and §§ 836.200 to 836.220.

R. J. PUGH,
Colonel, U.S. Air Force,
Deputy Director of
Administrative Services.

[F.R. Doc. 61-1120; Filed, Feb. 8, 1961;
8:48 a.m.]

Title 41—PUBLIC CONTRACTS**Chapter 1—Federal Procurement Regulations****PART 1-7—CONTRACT CLAUSES****Subpart 1-7.6—Fixed-Price Construction Contracts****Correction**

In F.R. Doc. 61-671, appearing at page 1045 of the issue for Friday, February 3, 1961, the amendatory language introducing an amendment in § 1-7.602-1 should begin "In § 1-7.602-1" instead of "In § 1-7.601-1".

Title 14—AERONAUTICS AND SPACE**Chapter III—Federal Aviation Agency****SUBCHAPTER E—AIR NAVIGATION REGULATIONS**

[Airspace Docket No. 60-FW-112]

PART 601—DESIGNATION OF THE CONTINENTAL CONTROL AREA, CONTROL AREAS, CONTROL ZONES, REPORTING POINTS, POSITIVE CONTROL ROUTE SEGMENTS, AND POSITIVE CONTROL AREAS**Revocation of Control Zone**

The purpose of this amendment to § 601.1984 of the regulations of the Ad-

ministrator is to revoke the Salt Flat, Tex., control zone.

Weather reporting service is not available at the Salt Flat Airport. In addition, direct communications with aircraft descending to and operating on the airport surface are no longer available. Therefore, action is taken herein to revoke the Salt Flat control zone.

Since the change effected by this amendment reduces a burden on the public, notice and public procedure hereon are unnecessary. However, since it is necessary that sufficient time be allowed to permit appropriate changes to be made on aeronautical charts, this amendment will become effective more than thirty days after publication.

In consideration of the foregoing, and pursuant to the authority delegated to me by the Administrator (25 F.R. 12582), the following action is taken:

In § 601.1984 (14 CFR 601.1984) "Salt Flat, Tex.: FAA intermediate field." is deleted.

This amendment shall become effective 0001 e.s.t., April 6, 1961.

(Sec. 307(a), 72 Stat. 749; 49 U.S.C. 1348)

Issued in Washington, D.C., on February 2, 1961.

D. D. THOMAS,
Director, Bureau of
Air Traffic Management.

[F.R. Doc. 61-1101; Filed, Feb. 8, 1961;
8:45 a.m.]

[Reg. Docket No. 625; Amdt. 203]

PART 609—STANDARD INSTRUMENT APPROACH PROCEDURES**Miscellaneous Amendments**

The amendments to standard instrument approach procedures contained herein are being adopted to become effective when indicated in order to promote safety. The revised procedures supersede the existing procedures of the same classification now in effect for the airports specified therein. For the convenience of the users, the revised procedures specify the complete procedure and indicate the changes to the existing procedures.

As a situation exists which demands immediate action in the interests of safety in air commerce, I find that compliance with the notice, procedure and effective date provisions of section 4 of the Administrative Procedure Act would be contrary to the public interest and is therefore not required.

Pursuant to the authority delegated to me by the Administrator (24 F.R. 5662), Part 609 is amended as follows:

RULES AND REGULATIONS

1. The low or medium frequency range procedures prescribed in § 609.100(a) are amended to read in part:

LFR STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
BZN-VOR.....	BN-LFR.....	Direct.....	7000	T-dn..... C-dn..... A-dn.....	1000-1 1000-1 1500-2	1000-1 1000-1 1500-2	1000-1 1000-1½ 1500-2

Procedure turn N side W crs, 259° Outbnd, 079° Inbnd, 7000' within 10 miles. (Nonstandard due to terrain.)

Minimum altitude over facility on final approach crs, 5500'.

Crs and distance, facility to airport, 318-1.0.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile, turn left climb to 9000' on W crs within 20 miles of BN-LFR.

City, Bozeman; State, Mont.; Airport Name, Gallatin Field; Elev., 4461'; Fac. Class., SBMRAZ; Ident., BN; Procedure No. 1, Amdt. 6; Eff. Date, 11 Feb. 61; Sup. Amdt. No. 5; Dated, 3 Sep. 1955

2. The automatic direction finding procedures prescribed in § 609.100(b) are amended to read in part:

ADF STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Pittsburgh Surveillance Radar.....	Within 40 miles of Greater Pittsburgh Airport.	-----	3000	T-dn.....	300-1	300-1	200-½
Pittsburgh Surveillance Radar Fix, 5 mi. from BTP RBN.	BTP-RBN (Final).....	005-5.....	2400	C-dn.....	600-1	600-1	500-1½
Ellwood City VOR.....	BTP-RBN.....	Direct.....	3000	C-n.....	600-1½	600-1½	400-1
				A-dn.....	NA	NA	800-2

NOTE: Radar transition may be conducted by Pittsburgh surveillance radar. Descent to final approach altitude authorized upon intercepting 005° Inbnd crs to Butler and passing 5-mile fix as determined by surveillance radar. Approach not authorized if Pittsburgh Radar inoperative.

Procedure turn E side of crs, 185° Outbnd, 005° Inbnd, 3000' within 10 miles.

Minimum altitude over facility on final approach crs, 2400'.

Crs and distance, facility to airport 005-4.9.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.9 miles after passing Butler RBN, make left climbing turn to 3000' and proceed direct to BTP RBN. Hold north, 1 min., left turns on the 185° Inbnd brng PTP RBN.

CAUTION: Unlighted tower 1491' 1 mile ESE of runway 25.

City, Butler; State, Pa.; Airport Name, Butler-Graham; Elev., 1248'; Fac. Class., MHW; Ident., BTP; Procedure No. 1, Amdt. 4; Eff. Date, 11 Feb. 61; Sup. Amdt. No. 3; Dated, 1 Apr. 54

Detroit LFR.....	FRD RBN or *Ford Int.....	Direct.....	2700	T-dn.....	300-1	300-1	200-½
Salem VOR.....	FRD RBN or *Ford Int.....	Direct.....	2700	C-dn.....	400-1	500-1	500-1½
Milan Int.....	FRD RBN or *Ford Int.....	Direct.....	2700	S-dn-23R and L.	400-1	400-1	400-1
Park Int.....	FRD RBN or *Ford Int.....	Direct.....	2700	A-dn.....	800-2	800-2	800-2
Bridgewater Int.....	FRD RBN or *Ford Int.....	Direct.....	2700				
Rouge Int.....	FRD RBN or *Ford Int (Final).....	Direct.....	1700				
Belle Int.....	Rouge.....	Direct.....	2700				

NOTE: Radar transitions to final approach crs authorized. Aircraft will be released for final approach without procedure turn on inbnd final approach crs at least 3 N miles from FRD RBN. Refer to Willow Run Radar Approach Procedure if detailed information on sector altitudes is desired.

Procedure turn, N side of crs, 050° Outbnd 230° Inbnd, 2700' within 10 miles.

Minimum altitude over facility on final approach crs, 1700'.

Crs and distance, facility to Runway 23L, 230°-3.9 mi; to Runway 23R, 231°-4.0 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.9 mi of Ford RBN, climb to 2000' on W crs Detroit LFR within 20 miles or, when directed by ATC, (1) climb to 2300', proceed to YIP LOM; (2) climb to 2300', proceed to DTW LOM; (3) make left turn climbing to 2000', proceed to CRL VOR.

CAUTION: Tower 1749' 15 mi NE Ford RBN.

*Int NE crs YIP ILS and SVM VOR R-143.

City, Detroit; State, Mich.; Airport Name, Willow Run; Elev., 716'; Fac. Class., MHW; Ident., FRD; Procedure No. 2, Amdt. 8; Eff. Date, 11 Feb. 61; Sup. Amdt. No. 7; Dated, 26 Dec. 59

Erie VOR.....	ERI Rbn.....	061°-10.8	2600	T-dn.....	300-1	300-1	200-½
				C-dn.....	500-1	500-1	500-1½
				S-dn-24.....	500-1	500-1	500-1
				A-dn.....	800-2	800-2	800-2

Procedure turn North side of crs, 059° Outbnd, 239° Inbnd, 2300' within 10 miles.

Minimum altitude, facility to airport, 1800'.

Crs and distance, facility to airport, 239°-3.6 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.6 mi after passing ERI-MHW, make a right climbing turn to 3000' and return to ERI-MHW. Hold NE on 059° bearing of Erie MHW, one minute, right turns.

City, Erie; State, Pa.; Airport Name, Port Erie; Elev., 732'; Fac. Class., MHW; Ident., ERI; Procedure No. 1, Amdt. Orig.; Eff. Date, 11 Feb. 61

ADF STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
HUF-VOR.....	HUF-RBn.....	Direct.....	2000	T-dn.....	300-1	300-1	200-1½
				C-dn.....	400-1	500-1	500-1½
				S-dn-23.....	400-1	400-1	400-1
				A-dn.....	800-2	800-2	800-2

Procedure turn North side of crs, 045° Outbnd, 225° Inbnd, 2000' within 10 mi.

Minimum altitude over facility on final approach crs, 1300'.

Crs and distance, facility to airport, 225°—4.0 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.0 miles, climb to 2000' on crs of 225° within 20 miles, or when directed by ATC, make left turn proceed to Lewis VOR at 2000'.

City, Terre Haute; State, Ind.; Airport Name, Hulman Field; Elev., 585'; Fac. Class., BH; Ident., HUF; Procedure No. 1, Amdt. 1; Eff. Date, 11 Feb. 61; Sup. Amdt. No. Orig.; Dated, 9 May 59

3. The very high frequency omnirange (VOR) procedures prescribed in § 609.100(c) are amended to read in part:

VOR STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Goodsprings HW.....	LAS-VOR.....	Direct.....	7000	T-dn.....	800-2	800-2	800-2
Las Vegas LFR.....	LAS-VOR.....	Direct.....	5100	C-dn.....	600-1	600-1	600-1½
Las Vegas LFR/Z.....	LAS-VOR (Final).....	Direct.....	*2800	A-dn.....	800-2	800-2	800-2
Kids Int.....	LAS-VOR.....	Direct.....	5100				
Erie Int.....	LAS-VOR.....	Direct.....	6100				
Boulder City Int.....	LAS-VOR.....	Direct.....	6000				
Jean Int.....	LAS-VOR.....	Direct.....	6700				

Procedure turn East side crs, 013° Outbnd, 193° Inbnd, 5100' within 15 miles (within 5 miles LS-LFR). Beyond 15 miles NA.

*Minimum altitude over LS-LFR/Z on final approach crs, 4600'; over VOR on final approach crs, 2800'.

Facility at airport.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile, turn left, climb to 6000' on R-065 within 15 miles or, when directed by ATC, climb to 6000' on R-210 within 10 miles. All turns South of crs.

CAUTION: 4054' terrain 4 miles SE of LFR.

*Descent below 4600' authorized only if position over LFR or Z marker positively determined inbound on final approach.

City, Las Vegas; State, Nev.; Airport Name, McCarran; Elev., 2171'; Fac. Class., BVORTAC; Ident., LAS; Procedure No. 1, Amdt. 10; Eff. Date, 11 Feb. 61; Sup. Amdt. No. 9; Dated, 31 Dec. 60

				T-dn.....	300-1	300-1	
				C-d#.....	700-1	700-1	
				C-n#.....	700-1½	700-1½	
				S-d-5#.....	700-1	700-1	
				S-n-5#.....	700-1½	700-1½	
				A-dn.....	800-2	800-2	
				#Following minimums apply after passing R-163			
				LAF-VOR:			
				C-d.....	600-1	600-1	
				C-n.....	600-1½	600-1½	
				S-d-5.....	500-1	500-1	
				S-n-5.....	500-1	500-1½	
				A-dn.....	800-2	800-2	

Procedure turn South side of crs, 217° Outbnd, 037° Inbnd, 1800' within 10 mi.

Minimum altitude over facility on final approach crs, 1800'.

Crs and distance, facility to airport, 037°—9.6 mi.

Minimum altitude after passing LAF-VOR R-163 on final approach crs, 1100'.

Crs and distance after passing LAF-VOR R-163 to airport, 037°—4.4 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 9.6 miles of EPT-VOR or 4.4 miles of LAF R-163, climb to 2300' on R-037 within 20 mi.

AIR CARRIER NOTE: Use of sliding scale reduction in landing visibility, or reduction in takeoff minimums not authorized for night operations, or for day operations when visibility below ¾ mile.

MAJOR CHANGE: Deletes transition from LAF VOR.

#Dual omni receivers required for lower minimums.

City, West Lafayette; State, Ind.; Airport Name, Purdue University; Elev., 607'; Fac. Class., VOR; Ident., EPT; Procedure No. 2, Amdt. 4; Eff. Date, 11 Feb. 61; Sup. Amdt. No. 3; Dated, 30 Oct. 59

4. The terminal very high frequency omnirange (TerVOR) procedures prescribed in § 609.200 are amended to read in part:

TERMINAL VOR STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
COL-VOR	BLM-VOR	Direct	1600	T-dn	300-1	300-1	200-1/2
NEL-LFR	BLM-VOR	Direct	1600	C-dn	500-1	600-1	600-1 1/2
Woolf Int	BLM-VOR	Direct	1600	S-dn-14	400-1	400-1	400-1
				A-dn	NA	NA	NA

Procedure turn West side of crs, 330° Outbnd, 150° Inbnd, 1500' within 10 ml.

Facility on airport. *600' after crossing Int BLM-VOR R-330 and COL-VOR R-195 or 230° crs to NEL LFR.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished climb to 1600' on R-150, turn right and return to BLM-VOR at 1600'.

MAJOR CHANGE: Delete note on civil aircraft landing.

*Descent below 700' not authorized if intersection not identified.

City, Belmar; State, N.J.; Airport Name, Monmouth County; Elev., 155'; Fac. Class., LVOR; Ident., BLM; Procedure No. TerVOR-14, Amdt. 1; Eff. Date, 11 Feb. 61; Sup Amdt. No. Orig.; Dated, 24 Dec. 60

COL-VOR	BLM-VOR	Direct	1600	T-dn	300-1	300-1	200-1/2
NEL-LFR	BLM-VOR	Direct	1600	C-dn	500-1	600-1	600-1 1/2
Woolf Int	BLM-VOR	Direct	1600	*S-dn-32	400-1	400-1	400-1
				A-dn	NA	NA	NA

Procedure turn East side of crs, 140° Outbnd, 320° Inbnd, 1600' within 10 ml SE of BLM-VOR.

Facility on airport. Maintain 1600' until after passing BLM FM inbnd on final.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished over BLM-VOR, climb outbound on R-320 to 1000' within 10 ml, then turn left, climbing to 1600' and return to BLM-VOR.

NOTE: Prior arrangement for landing required for civil aircraft not on official business.

MAJOR CHANGE: Delete note on civil aircraft landing.

*Descent below circling minimums not authorized if Belmar FM not identified inbound on final.

City, Belmar; State, N.J.; Airport Name, Monmouth County; Elev., 155'; Fac. Class., LVOR; Ident., BLM; Procedure No. TerVOR-32, Amdt. 1; Eff. Date, 11 Feb. 61; Sup. Amdt. No. Orig.; Dated, 24 Dec. 60

5. The instrument landing system procedures prescribed in § 609.400 are amended to read in part:

ILS STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet, MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Detroit LFR	Ford Int or Ford RBn*	Direct	2700	T-dn	300-1	300-1	200-1/2
Salem VOR	Ford Int or Ford RBn*	Direct	2700	C-dn	400-1	500-1	500-1 1/2
Milan Int	Ford Int or Ford RBn*	Direct	2700	S-dn-23L-R#	400-1	400-1	400-1
Bridgewater Int	Ford Int or Ford RBn*	Direct	2700	A-dn	800-2	800-2	800-2
Rouge Int	Ford Int or Ford RBn (Final)*	Direct	1700				
Park Int	Ford Int or Ford RBn*	Direct	2700				
Belle Int	Rouge Int	Direct	2700				

Radar transitions to final approach course authorized. Aircraft will be released for final approach without procedure turn on inbnd final approach course at least 3 miles from *Ford Int. Refer to Willow Run Radar procedure if detailed information on sector altitudes is desired.

Procedure turn North side of crs, 050° Outbnd, 230° Inbnd, 2700' within 10 miles.

Minimum altitude over *Ford Int or Ford RBn, 1700'.

Crs and distance, *Ford Int or Ford RBn to Rwy 23L, 230°—3.9 ml.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.9 miles climb to 2000' on W crs Detroit LFR within 20 miles or, when directed by ATC, (1) Climb to 2300', proceed to YIP LOM, (2) Climb to 2300', proceed to DTW LOM, (3) Climb to 2000', proceed to CRL VOR.

CAUTION: TV tower 1749' 15 mi NE of Ford Int.

*Ford Int: Int NE crs YIP ILS and SVM VOR R-143.

#Crs and distance, *Ford Int or Ford RBn to Rwy 23R, 231°—4.0 ml.

City, Detroit; State, Mich.; Airport Name, Willow Run; Elev., 716'; Fac. Class., ILS; Ident., IYIP; Procedure No. ILS-23R and L, Amdt. 2; Eff. Date, 11 Feb. 61; Sup. Amdt. No. 1; Dated, 26 Dec. 59

6. The radar procedures prescribed in § 609.500 are amended to read in part:

RADAR STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet, MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If a radar instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below. Positive identification must be established with the radar controller. From initial contact with radar to final authorized landing minimums, the instructions of the radar controller are mandatory except when (A) visual contact is established on final approach at or before descent to the authorized landing minimums, or (B) at pilot's discretion if it appears desirable to discontinue the approach, except when the radar controller may direct otherwise prior to final approach, a missed approach shall be executed as provided below when (A) communication on final approach is lost for more than 5 seconds during a precision approach, or for more than 30 seconds during a surveillance approach; (B) directed by radar controller; (C) visual contact is not established upon descent to authorized landing minimums; or (D) if landing is not accomplished.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
1.7 mi either side of 140° radial BLM-VOR.	Radar Site.....	Within 7 mi.....	1500	T-dn-32 and 14.	Precision approach		200-1½
1.7 mi either side of 320° radial BLM-VOR.	Radar Site.....	7 mi.....	1500	C-dn-14 and 32.	300-1	300-1	500-1½
				S-dn-32.....	400-1	500-1	200-1½
				A-dn-32 and 14.	200-1½	200-1½	NA
					Surveillance approach		
				C-dn-32.....	NA	NA	NA
				S-dn-32 and 14.	400-1	500-1	500-1½
					400-1	400-1	400-1

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished—

Runway 32: Climb on heading of 320° to 1000' within 10 miles, then turn left, climbing to 1500' and return to BLM-VOR at 1500'.

Runway 14: Climb on heading 140° to 1000' within 10 miles, then turn right climbing to 1500' and return to BLM-VOR at 1500'.

MAJOR CHANGE: Delete note on civil aircraft landing.

City, Belmar; State, N.J.; Airport Name, Monmouth County; Elev., 155'; Fac. Class., Monmouth Co.; Ident., Radar; Procedure No. 1, Amdt. 1; Eff. Date, 11 Feb. 61; Sup. Amdt. No. Orig.; Dated, 24 Dec. 60

RADAR STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet, MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If a radar instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below. Positive identification must be established with the radar controller. From initial contact with radar to final authorized landing minimums, the instructions of the radar controller are mandatory except when (A) visual contact is established on final approach at or before descent to the authorized landing minimums, or (B) at pilot's discretion if it appears desirable to discontinue the approach, except when the radar controller may direct otherwise prior to final approach, a missed approach shall be executed as provided below when (A) communication on final approach is lost for more than 5 seconds during a precision approach, or for more than 30 seconds during a surveillance approach; (B) directed by radar controller; (C) visual contact is not established upon descent to authorized landing minimums; or (D) if landing is not accomplished.

Radar terminal area maneuvering sectors and altitudes														Ceiling and visibility minimums			
From	To	Dist.	Alt.	Dist.	Alt.	Dist.	Alt.	Dist.	Alt.	Dist.	Alt.	Dist.	Alt.	Condition	2-engine or less		More than 2-engine, more than 65 knots
															65 knots or less	More than 65 knots	
090	210	25	3000	---	---	---	---	---	---	---	---	---	---	T-dn-18#	Precision approach		*300-1
210	090	25	2500	---	---	---	---	---	---	---	---	---	---	C-dn.....	@ 300-1	@ 300-1	700-1½
														S-dn-18**	500-1	700-1	400-1
														A-dn-18.....	400-1	400-1	700-2
															600-2	700-2	700-2

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished make right climbing turn, climb to 2500' and intercept the 310° bearing of Farley "H". Proceed to and hold at FRY "H" or, when directed by ATC, (1) Make right climbing turn, climb to 2500' on SW ers KS-LFR within 20 miles. (2) If VHF equipped only, make right climbing turn, climb to 2500' on R-210 MKC-VOR within 20 miles.

CAUTION: Grain elevators 903' MSL and Railroad Floodlights 857' ½ mi NNE of Runway 18. Cracking plant and stack ½ mi WNW of airport. Congested buildings 1423' MSL 1 mi SSE of airport. TV tower 1949' MSL 4.3 mi SE of airport, and TV tower 2.5 mi S of airport.

#Takeoffs to S or SW when weather is below 1000-3 will intercept a 210° ADF ers from ILS-LMM or R-185 MKC-VOR as soon as practicable. After takeoff maintain course until reaching 2500' MSL prior to making left turn due to 2049' tower 2.5 mi S of airport. When KMBC TV tower not visible (4.3 mi SE of airport) on N or NE takeoff, climb to 2500' MSL on 090° ADF course from KS-LFR prior to turning towards tower.

*ATC CARRIER NOTE: 200-1½ authorized on Runway 36 only.

**When approach lights are inoperative, circling minimums apply to all aircraft except more than 2-engine type which are authorized only 700-1.

@No reduction in 2-engine or less takeoff minimums except on Runway 36.

City, Kansas City; State, Mo.; Airport Name, Kansas City Municipal; Elev., 758'; Fac. Class., Kansas City; Ident., Radar; Procedure No. 1, Amdt. 1; Eff. Date, 11 Feb. 61; Sup. Amdt. No. Orig.; Dated, 24 Dec. 60

RULES AND REGULATIONS

RADAR STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet, MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If a radar instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below. Positive identification must be established with the radar controller. From initial contact with radar to final authorized landing minimums, the instructions of the radar controller are mandatory except when (A) visual contact is established on final approach at or before descent to the authorized landing minimums, or (B) at pilot's discretion if it appears desirable to discontinue the approach, except when the radar controller may direct otherwise prior to final approach, a missed approach shall be executed as provided below when (A) communication on final approach is lost for more than 5 seconds during a precision approach, or for more than 30 seconds during a surveillance approach; (B) directed by radar controller; (C) visual contact is not established upon descent to authorized landing minimums; or (D) if landing is not accomplished.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
					<i>Precision approach</i>		
				T-dn-21.....	300-1	300-1	200-1½
				S-dn-21.....	200-1½	200-1½	200-1½
				A-dn-21.....	600-2	600-2	600-2

ASR portion of procedure controlled by Spokane RAPCON in accordance with approved patterns.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished climb to 5000' on the South crs of the Spokane LFR within 20 miles or, when directed by ATC, climb on R-360 of the Spokane VOR to 4500' within 20 miles. All turns to the West of R-360.

NOTE: Military facility. Hours of Operation: Continuous during IFR weather; 40 minutes standby service at other times.

MAJOR CHANGE: Deletes Military note.

City, Spokane; State, Wash.; Airport Name, Spokane International; Elev., 2372'; Fac. Class., Spokane; Ident., RADAR-PAR; Procedure No. 2, Amdt. 2; Eff. Date, 11 Feb. 61; Sup. Amdt. No. 1; Dated, 15 Oct. 60

These procedures shall become effective on the dates specified therein.

(Secs. 313(a), 307(c), 72 Stat. 752, 749; 49 U.S.C. 1354(a), 1348(c))

Issued in Washington, D.C., on January 10, 1961.

GEORGE C. PRILL,
Acting Director, Bureau of Flight Standards.

[F.R. Doc. 61-337; Filed, Feb. 8, 1961; 8:45 a.m.]

[Reg. Docket No. 642; Amdt. 204]

PART 609—STANDARD INSTRUMENT APPROACH PROCEDURES

Miscellaneous Amendments

The amendments to standard instrument approach procedures contained herein are being adopted to become effective when indicated in order to promote safety. The revised procedures supersede the existing procedures of the same classification now in effect for the airports specified therein. For the convenience of the users, the revised procedures specify the complete procedure and indicate the changes to the existing procedures.

As a situation exists which demands immediate action in the interests of safety in air commerce, I find that compliance with the notice, procedure and effective date provisions of section 4 of the Administrative Procedure Act would be contrary to the public interest and is therefore not required.

Pursuant to the authority delegated to me by the Administrator (24 F.R. 5662), Part 609 is amended as follows:

1. The automatic direction finding procedures prescribed in § 609.100(b) are amended to read in part:

ADF STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
				T-d.....	800-1	800-1	800-1
				T-n.....	1000-1	1000-1	1000-1
				C-d.....	900-1½	900-1½	900-1½
				C-n.....	1000-2	1000-2	1000-2
				A-dn.....	1000-2	1000-2	1000-2

Tafelof Radio Beacon (CAA).

Instrument approach to be conducted in accordance with current U.S. Navy procedure as published on Chart AL-2146-ADF-3.

City, Agana; State, Guam; Airport Name, NAS Agana; Elev., 280'; Fac. Class., BHH; Ident., ZET; Procedure No. 2, Amdt. 1; Eff. Date, 18 Feb. 61; Sup. Amdt. No. Proc. No. 3, Orig. (this procedure renumbered No. 2); Dated, 27 Dec. 58

ADF STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Chattanooga VOR.....	CQN RBn.....	Direct.....	2300	T-dn.....	300-1	300-1	*200-1½
Chickamauga Int.....	CQN RBn.....	Direct.....	2300	C-dn.....	600-1½	700-1½	700-2
Whitwell Int.....	CQN RBn.....	Direct.....	3400	S-dn-19.....	500-1	500-1	500-1
Bridgeport Int.....	CQN RBn.....	Direct.....	3400	A-dn.....	800-2	800-2	800-2
Coalmont Int.....	CQN RBn.....	Direct.....	3400				
Georgetown Int.....	CQN RBn.....	Direct.....	2900				
Crandall Int.....	CQN RBn.....	Direct.....	2900				
Halestown Int.....	CQN RBn.....	Direct.....	3400				
Dunlap Int.....	CQN RBn.....	Direct.....	3400				

Procedure turn E side of crs, 015° Outbnd, 195° Inbnd, 2900' within 10 mi of CQN RBn. (Nonstandard due to terrain west.)
 Minimum altitude inbnd over CQN RBn, 2200'; over OM, 1600'; over MM, 1200'. If OM not received, descent below 1600' NA.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 7.7 miles after passing CQN RBn, climb to 3000' on crs of 195° within 15 mi.
 Distances to runway: CQN 7.7 mi, OM 4.1 mi, MM 0.6 mi.
 *Takeoff on Rnys 14-32 with less than 300-1 NA.

City, Chattanooga; State, Tenn.; Airport Name, Lovell Field; Elev., 682'; Fac. Class., MHW; Ident., CQN; Procedure No. 1, Amdt. 9; Eff. Date, 18 Feb. 61; Sup. Amdt. No. 8; Dated, 28 Jan. 61

Alaska FM.....	LOM.....	Direct.....	2900	T-dn.....	300-1	300-1	*300-1
Wayland Int.....	LOM.....	Direct.....	2900	C-d.....	#500-1	500-1	500-1½
GRR-LFR.....	LOM.....	Direct.....	2900	C-n.....	#500-1½	500-1½	500-1½
				S-dn-36R.....	500-1	500-1	500-1
				S-dn-36L%.....	500-1	500-1	500-1
				A-dn.....	800-2	800-2	800-2

Procedure turn West side of crs, 176° Outbnd, 356° Inbnd, 2900' within 10 mi.
 Minimum altitude over facility on final approach crs, 2000'.
 Crs and distance, facility to airport, 356°—5.0 mi.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.0 mi after passing LOM, climb to 2200' on crs of 356° from LOM within 20 mi or, when directed by ATC, (1) make right climbing turn to 2200' on SE crs GRR-LFR to Alaska FM, (2) make left climbing turn, proceed on NW crs GRR LFR to 1900' within 10 mi.
 CAUTION: 1180' tower 5.0 miles South, 1820' tower 10 mi NNE, 905' stack 0.5 mi West, and 913' tower 1.7 mi South of airport.
 *200-1½ authorized on 18L and 36R only.
 %Crs and distance, OM to Rnwy 36L, 354°—5.6 mi.

City, Grand Rapids; State, Mich.; Airport Name, Kent County; Elev., 692'; Fac. Class., LOM; Ident., GR; Procedure No. 1, Amdt. 5; Eff. Date, 18 Feb. 61; Sup. Amdt. No. 4 (ADF portion of Comb. ILS-ADF); Dated, 25 July 59

Woodland FM.....	SVY RBn.....	Direct.....	3200	T-dn*.....	300-1	300-1	200-1½
LaCenter FM/Int.....	SVY RBn.....	Direct.....	3200	C-dn#.....	700-1	700-1	700-1½
Portland VOR.....	SVY RBn.....	Direct.....	3200	A-dn.....	800-2	800-2	800-2
Portland LFR.....	SVY RBn.....	Direct.....	3200				
Willamette FM.....	SVY RBn.....	Direct.....	3200				
Newberg VOR.....	SVY RBn.....	Direct.....	3200				
Scappoose Int.....	SVY RBn (Final).....	Direct.....	2200				
St Helens Int.....	SVY RBn.....	Direct.....	3200				
North Plains Int.....	SVY RBn.....	Direct.....	3200				

Radar transitions and vectoring using Portland Radar authorized in accordance with approved radar patterns.
 Procedure turn South side of crs, 278° Outbnd, 098° Inbnd, 3200' within 10 mi of Sauvie Island RBn. Beyond 10 mi NA.
 Minimum altitude over SVY RBn on final approach crs, 2200'; over OM, 1100'; over LMM, 900'.
 Crs and distance, facility to Airport, 098°—9.4 mi; OM to airport, 098°—4.0 mi; LMM to airport, 098°—0.6 mi.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.6 mi of LMM, climb to 2100' on crs 098° within 10 mi of LMM.
 *200-1½ authorized on Runways 10/28 only. 700-2 required on Runways 11/20.
 #CAUTION: 600' terrain 1.8 mi SE of airport.

City, Portland; State, Oreg.; Airport Name, Portland International; Elev., 23'; Fac. Class., MHW; Ident., SVY; Procedure No. 1, Amdt. 8; Eff. Date, 18 Feb. 61; Sup. Amdt. No. 7 (ADF portion of Comb. ILS-ADF); Dated, 6 Apr. 57

RID-VOR.....	RID RBn.....	Direct.....	2400	T-dn.....	300-1	300-1	200-1½
				C-dn.....	400-1	500-1	500-1½
				S-dn-6.....	400-1	400-1	400-1
				A-dn.....	NA	NA	NA

Procedure turn South side of crs, 234° Outbnd, 054° Inbnd, 2200' within 10 mi.
 Minimum altitude over facility on final approach crs, 1700'.
 Crs and distance, facility to airport, 054°—2.3 mi.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 2.3 miles, turn right, climb to 2200' on crs of 234° within 10 miles of Richmond MH facility.
 NOTES: Richmond "H" facility must be continuously monitored during approach. No voice on this facility. All aircraft except scheduled air carriers obtain altimeter setting from Dayton, Ohio radio prior to IFR approach.

City, Richmond; State, Ind.; Airport Name, Municipal; Elev., 1141'; Fac. Class., MH; Ident., RID; Procedure No. 1, Amdt. Orig.; Eff. Date, 18 Feb. 61

SL-LFR.....	Lake RBn.....	Direct.....	2000	T-dn.....	300-1	300-1	200-1½
STL-VOR.....	Lake RBn.....	Direct.....	2000	C-d.....	500-1	500-1	500-1½
ST LOM.....	Lake RBn.....	Direct.....	2000	C-n.....	500-2	500-2	500-2
MTS-VOR.....	Lake RBn.....	Direct.....	1800	S-d-6.....	500-1	500-1	500-1
				S-n-6.....	500-2	500-2	500-2
				A-dn.....	800-2	800-2	800-2

Radar transitions to final approach course authorized. Radar terminal area transitions altitudes on radar procedure.
 Procedure turn South side of crs, 238° Outbnd, 058° Inbnd, 2000' within 10 miles of Lake "H".
 Minimum altitude over facility on final approach crs, 1500'.
 Crs and distance, facility to airport, 058°—3.5.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.8 miles after passing Lake "H", climb to 1800' on crs of 058° to LOM or, when directed by ATC, make left (North) turn, climb to 2000' direct to STL-VOR.
 CAUTION: Bright mercury vapor lights on Interstate Highway 70 approximately 1400' from approach end of Rnwy 6 may be mistaken for runway when breaking clear of overcast from Lake approach at night.
 AIR CARRIER NOTE: Sliding scale NA at night.

City, St. Louis; State, Mo.; Airport Name, Lambert-St. Louis Municipal; Elev., 571'; Fac. Class., HW; Ident., LAQ; Procedure No. 2, Amdt. 6; Eff. Date, 18 Feb. 61; Sup. Amdt. No. 5; Dated, 24 Dec. 60

RULES AND REGULATIONS

2. The very high frequency omnirange (VOR) procedures prescribed in § 609.100(c) are amended to read in part:

VOR STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
				T-dn.....	300-1	300-1	200- $\frac{1}{2}$
				C-dn.....	500-1	600-1	600- $\frac{1}{2}$
				S-dn-rwy 30.....	500-1	500-1	500-1
				A-dn.....	800-2	800-2	800-2

Procedure turn West side crs, 110° Outbnd, 290° Inbnd, 1500' within 10 miles.

Minimum altitude over facility on final approach crs, 1200'

Crs and distances, facility to airport, 290°—6.3.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6.3 miles, turn left and climb to 2000' on R-110 within 20 miles.

City, Merced; State, Calif.; Airport Name, Municipal; Elev., 155'; Fac. Class., VORW; Ident., MER; Procedure No. 1, Amdt. 3; Eff. Date, 18 Feb. 61; Sup. Amdt. No. 2; Dated, 3 July 58

GH-LFR.....	SBN-VOR.....	Direct.....	2500	T-dn.....	300-1	300-1	200- $\frac{1}{2}$
SN-LFR.....	SBN-VOR.....	Direct.....	2000	C-dn.....	400-1	500-1	500- $\frac{1}{2}$
N. Liberty Int.....	SBN-VOR.....	Direct.....	2000	S-dn-34.....	400-1	400-1	400-1
Int W crs SN-LFR and R-253 SBN-VOR.....	SBN-VOR.....	Direct.....	2000	A-dn.....	NA	NA	NA
Int N crs SN-LFR and R-350 SBN-VOR.....	SBN-VOR.....	Direct.....	2000				

Procedure turn South side of crs, 226° Outbnd, 046° Inbnd, 2000' within 10 miles.

Minimum altitude over facility on final approach crs, 1500'.

Crs and distance, facility to airport, 046°—5.5 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.5 miles, make left turn, climb to 2000' return to SBN-VOR or, when directed by ATC, climb to 2000' on SBN-VOR R-046 within 20 miles.

NOTE: Weather at Jerry Tyler Memorial Airport not available to general public. Obtain South Bend weather before making approach.

City, Niles; State, Mich.; Airport Name, Jerry Tyler Memorial; Elev., 743'; Fac. Class., BVORTAC; Ident., SBN; Procedure No. 1, Amdt. Orig.; Eff. Date, 18 Feb. 61

3. The terminal very high frequency omnirange (TerVOR) procedures prescribed in § 609.200 are amended to read in part:

TERMINAL VOR STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
BN-LFR.....	BZN-VOR.....	Direct.....	7000	T-dn.....	1000-1	1000-1	1000-1
				C-dn.....	1000-1	1000-1	1000- $\frac{1}{2}$
				A-dn.....	1500-2	1500-2	1500-2

Procedure turn North side of crs, 259° Outbnd, 079° Inbnd, 7000' within 10 miles. Nonstandard due to high terrain South.

Facility on airport.

Minimum altitude over facility on final approach crs, 5500'.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile, make left climbing turn to 9000' on R-259 within 20 miles of BZN-VOR.

City, Bozeman; State, Mont.; Airport Name, Gallatin Field; Elev., 4461'; Fac. Class., BVOR; Ident., BZN; Procedure No. 1, Amdt. Orig.; Eff. Date, 18 Feb. 61; Sup. Amdt. No. VOR Proc. No. 1, Amdt. 1; Dated, 3 Sept. 55

Camden Int.....	RID-VOR.....	Direct.....	2400	T-dn.....	300-1	300-1	200- $\frac{1}{2}$
Arba VHF Int.....	RID-VOR.....	Direct.....	2400	C-dn.....	500-1	500-1	500- $\frac{1}{2}$
				S-dn-6.....	500-1	500-1	500-1
				A-dn.....	NA	NA	NA
If Int* received, landing minimums are:							
				C-dn.....	400-1	500-1	500- $\frac{1}{2}$
				S-dn-6.....	400-1	400-1	400-1

Procedure turn South side of crs, 243° Outbnd, 063° Inbnd, 2400' within 10 miles.

Minimum altitude over facility on final approach crs, 1500'; over Int*, 1600'.

Crs and distance, breakoff point to approach end of Runway, 054°—0.4 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile, make right climbing turn, climb to 2400' on R-063 within 10 mi of RID-VOR.

NOTE: All aircraft except scheduled air carrier obtain altimeter setting from Dayton, Ohio radio prior to IFR approach.

*Int RID-VOR R-243 and 150° brng to RID "H" facility.

City, Richmond; State, Ind. Airport Name, Municipal; Elev., 1141'; Fac. Class., BVOR; Ident., RID; Procedure No. TerVOR-6, Amdt. Orig.; Eff. Date, 18 Feb. 61

TERMINAL VOR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Camden Int.	RID-VOR	Direct	2400	T-dn	300-1	300-1	200-1½
Arba VHF Int.	RID-VOR	Direct	2400	C-dn	500-1	500-1	500-1½
				S-dn-24	500-1	500-1	500-1
				A-dn	NA	NA	NA

Procedure turn North side of crs, 045° Outbnd, 225° Inbnd, 2300' within 10 miles.

Minimum altitude over facility on final approach crs, 1600'.

Crs and distance, breakoff point to approach end of Runway, 235°—0.4 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile, climb to 2400' on RID-VOR R-245 within 10 miles of VOR.

NOTE: All aircraft except scheduled air carrier obtain altimeter setting from Dayton, Ohio radio prior to IFR approach.

City, Richmond; State, Ind.; Airport Name, Municipal; Elev., 1141'; Fac. Class., BVOR; Ident., RID; Procedure No. TerVOR-24, Amdt. Orig.; Eff. Date, 18 Feb. 61

Murdock Int.	SRQ-VOR	Direct	1200	T-dn	300-1	300-1	200-1½
Hansen Int.	SRQ-VOR	Direct	1200	C-dn	500-1	500-1	500-1½
Egmont RBN	SRQ-VOR	Direct	1200	S-dn-13	500-1	500-1	500-1
				A-dn#	800-2	800-2	800-2

Procedure turn South side of crs, 304° Outbnd, 124° Inbnd, 1200' within 10 miles.

Minimum altitude over facility on final approach crs, 500'.

Crs and distance, breakoff point to appr end of Runway 13, 132°—0.3 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile, climb to 1200' on R-124 within 20 miles.

AIR CARRIER NOTE: Procedure may be authorized only for air carriers having approval of their arrangements for weather service at this airport.

#Limited weather information available to public. Alternate usage authorized for air carriers only.

City, Sarasota; State, Fla.; Airport Name, Sarasota-Bradenton; Elev., 24'; Fac. Class., VORW; Ident., SRQ; Procedure No. TerVOR-13, Amdt. Orig.; Eff. Date, 18 Feb. 61

Jessey Int.	MYV-VOR	Direct	2000	T-dn	300-1	300-1	200-1½
				C-dn	500-1	500-1	500-1½
				S-dn-33	500-1	500-1	500-1
				A-dn	NA	NA	NA

Procedure turn East side of crs, 157° Outbnd, 337° Inbnd, 1300' within 10 mi.

Minimum altitude over facility on final approach crs, 600'.

Crs and distance, facility to airport, 326°—0.43 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile, make left climbing turn to 1300', intercept and hold on R-195 MYV-VOR, one minute pattern, left turns.

NOTE: Alternate weather minimums of 800-2 authorized for those who have an approved arrangement for weather service at the airport.

City, Vineyard Haven; State, Mass.; Airport Name, Martha's Vineyard; Elev., 68'; Fac. Class., VOR; Ident., MYV; Procedure No. TerVOR-33, Amdt. 2; Eff. Date, 18 Feb. 61; Sup. Amdt. No. 1; Dated, 19 Nov. 60

4. The instrument landing system procedures prescribed in § 609.400 are amended to read in part:

ILS STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet, MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedures, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
DN-LFR	LOM	Direct	7000	T-dn	300-1	300-1	200-1½
DEN VOR	LOM	Direct	7000	C-dn	#400-1	500-1	500-1½
Aurora "H"	LOM	Direct	7000	S-dn-26L%	200-1½	200-1½	200-1½
Dupont Int.	LOM	Direct	7000	A-dn	600-2	600-2	600-2
Strasburg Int.	LOM	Direct	7000				
Kiowa VOR	Watkins Int.	Direct	7500				
Watkins Int.	LOM (Final)	Direct	7000				
Westminister Int.	LOM	Direct	7000				

Radar transitions and vectoring using Denver Radar authorized in accordance with approved radar patterns.

Procedure turn North side E crs, 7000' within 10 miles, 076° Outbnd, 256° Inbnd.

Minimum altitude at G.S. int inbnd, 7000'.

Altitude of G.S. and distance to approach end of Runway at OM, 6974'—5.5 mi; at MM, 5551'—0.6 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished make right climbing turn and climb to 6600' on GLL R-188 within 15 mi of N. Dupont Int or, when directed by ATC, turn right, proceed to DEN-VOR, climbing to 6500' on R-031 within 20 mi or turn right and climb to 6600' on North crs DN-LFR within 20 mi.

CAUTION: 5911' MSL radio tower 4.7 mi ESE of Rwny 26L. Do not descend below 6300' MSL until 1.5 mi West of LOM on final when glide slope not used.

NOTE: Narrow localizer course—4°.

MAJOR CHANGES: Deletes transitions from See Bee Int, Byers Int and Pinecliffe Int. Prohibits procedure turn to S.

#500-1 required for circling south of airport due to 5579' MSL tank 0.8 mi SE of MM.

*400-1 required when glide slope not used.

%Runway Visual Range 2600' also authorized for takeoff and landing on Runway 26L; provided that all components of the ILS, high intensity runway lights, approach lights, condenser-discharge flashers, middle and outer compass locators and all related airborne equipment are operating satisfactorily. Descent below 5531' MSL shall not be made unless visual contact with the approach lights has been established or the aircraft is clear of clouds.

City, Denver; State, Colo.; Airport Name, Stapleton Airfield; Elev., 5331'; Fac. Class., ILS; Ident., I-DEN; Procedure No. ILS-26L, Amdt. 23; Eff. Date, 18 Feb. 61; Sup. Amdt. No. 22; Dated, 7 Feb. 59

RULES AND REGULATIONS

ILS STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Alaska FM.....	LOM.....	Direct.....	2900	T-dn.....	300-1	300-1	#300-1
Short Int*.....	LOM.....	Direct.....	2900	C-d.....	@500-1	500-1	500-1½
Wayland Int.....	LOM.....	Direct.....	2900	C-n.....	@500-1½	500-1½	500-1½
GRR-LFR.....	LOM.....	Direct.....	2900	S-dn-36R\$.....	300-¾	300-¾	300-¾
City Int**.....	LOM.....	Direct.....	2900	S-dn-36L\$%.....	400-1	400-1	400-1
				A-dn.....	600-2	600-2	600-2

Procedure turn West side of crs, 176° Outbnd, 356° Inbnd, 2900' within 10 mi. (Nonstandard due to ATC separation requirement.)

Minimum altitude at G.S. int inbnd, 2300'.

Altitude of G.S. and distance to approach end of Rwny at LOM, 2309°—5.0 mi; at LMM, 933°—0.6 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished climb to 2200' on North crs GRR ILS within 20 miles or, when directed by ATC, (1) make right climbing turn to 2200' on SE crs GRR LFR to Alaska FM, (2) make left climbing turn, proceed on NW crs GRR LFR to 1900' within 10 mi.

AIR CARRIER NOTE: No approach lights.

CAUTION: 1180' tower 5.0 mi South; 1820' tower 10 mi NNE; 905' stack 0.5 mi West; 913' tower 1.7 mi. South.

*Int SW crs GRR-LFR and S crs ILS.

**Int NW crs GRR-LFR and N crs ILS.

#200-½ authorized on 18L and 36R only.

@400' ceiling is authorized for circling if all turns prior to landing are made East and North of airport.

%Crs and distance, OM to Rwny 36L, 354°—5.6 mi.

\$ 500-1 required when glide slope not used.

City, Grand Rapids; State, Mich.; Airport Name, Kent County; Elev., 692'; Fac. Class., ILS; Ident., I-GRR; Procedure No. ILS-36R-L, Amdt. 6; Eff. Date, 18 Feb. 61; Sup. Amdt. No. 5; Dated, 29 Oct. 60

Fremont FM-HW.....	Hayward HW (Final).....	Direct.....	2600	T-dn*.....	300-1	300-1	200-½
OK LFR.....	Hayward HW.....	Direct.....	3500	C-dn.....	500-1	600-1	600-1½
OAK VOR.....	Hayward HW.....	Direct.....	3500	S-dn-27R%.....	200-½	200-½	200-½
Bay Point FM**.....	Hayward HW.....	Direct.....	6000	S-dn-27L#.....	400-1	400-1	400-1
Altamont Int**.....	Hayward HW.....	Direct.....	5000	A-dn.....	600-2	600-2	600-2
Sunol Int.....	Hayward HW (Final)***.....	Direct.....	5000				

Radar transitions and vectoring authorized using Oakland Radar in accordance with approved Radar patterns.

Procedure turn #S side E crs, 095° Outbnd, 275° Inbnd, 3500' within 10 mi of HWD HW. Beyond 10 mi NA.

Minimum altitude at glide slope int inbnd 2600'.

Altitude of glide slope and distance to approach end of runway at HWD HW, 2590°—8.2 mi at OM, 1320°—4.1; at MM, 230°—0.6.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, climb to 2000' in a one-minute right turn holding pattern on either the NW crs of the OK LFR (124° Inbnd, 304° Outbnd, all turns W side of crs), or R-300 OAK VOR (120° Inbnd, 300° Outbnd, all turns W side of crs). Missed approaches must cross OK LFR or OAK VOR not above 1500'.

MAJOR CHANCE: Deletes transition from Hayward HW.

*300-1 required for takeoff on Runway 33.

**These transitions authorized day on top only, unless radar vectoring is utilized.

***Descend on glide slope to cross Hayward HW at 2590'.

#Crs and distance, OM to Rwy 27L, 274°—4.1 mi.

##All turns to be made on the S side of crs; high terrain to North.

%Runway Visual Range 2600' also authorized for takeoff and landing on Runway 27R; provided that all components of the ILS, hi-intensity runway lights, approach lights, condenser-discharge flasher, middle compass locator, outer marker, Hayward HW and all related airborne equipment are operating satisfactorily. Descent below the authorized landing minimum altitude of 205' shall not be made unless visual contact with the approach lights has been established or the aircraft is clear of clouds.

City, Oakland; State, Calif.; Airport Name, Metropolitan Oakland Int'l.; Elev., 5'; Fac. Class., ILS; Ident., I-OAK; Procedure No. ILS-27R/L, Amdt. 15; Eff. Date, 18 Feb. 61; Sup. Amdt. No. 14; Dated, 8 Oct. 60

Woodland FM.....	SVY RBN.....	Direct.....	3200	T-dn*.....	300-1	300-1	200-½
La Center FM or Int.....	SVY RBN.....	Direct.....	3200	C-dn.....	700-1	700-1	700-1½
PO-LFR.....	SVY RBN.....	Direct.....	3200	S-dn-10#.....	200-½	200-½	200-½
Willamette FM.....	SVY RBN.....	Direct.....	3200	A-dn.....	700-2	700-2	700-2
UBG VOR.....	SVY RBN.....	Direct.....	3200				
PDX VOR.....	SVY RBN.....	Direct.....	3200				
Scappoose Int.....	SVY RBN (Final).....	Direct.....	3000				
St. Helens Int.....	SVY RBN.....	Direct.....	3200				
North Plains Int.....	SVY RBN.....	Direct.....	3200				

Radar transitions and vectoring using Portland Radar authorized in accordance with approved radar patterns.

Procedure turn S side of crs, 278° Outbnd, 098° Inbnd, 3200' within 10 mi of SVY-RBN. NA beyond 10 mi.

Minimum altitude at G.S. int inbnd, 3000'.

Altitude of G.S. and distance to approach end of Runway at SVY RBN, 3000°—9.4 mi; at OM, 1357°—3.9 mi; at MM, 280°—0.6 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished climb to 2100 on SE crs. to Gresham Int.

NOTE: Narrow localizer course—4°.

*200-½ authorized Runways 10/28 only. 700-2 required on Runways 11/20.

#500-¾ required when glide slope not used.

%CAUTION: 600' terrain 1.8 mi SE of airport.

City, Portland; State, Oreg.; Airport Name, International; Elev., 23'; Fac. Class., ILS; Ident., I-PDX; Procedure No. ILS-10, Amdt. 8; Eff. Date, 18 Feb. 61; Sup. Amdt. No. 7 (ILS portion Comb. ILS-ADF); Dated, 6 Apr. 57

St Louis LFR.....	Lake RBN.....	Direct.....	2000	T-dn.....	300-1	300-1	200-½
St Louis VOR.....	Lake RBN.....	Direct.....	2000	C-d.....	500-1	500-1	500-1½
St Louis LOM.....	Lake RBN.....	Direct.....	2000	C-n.....	500-2	500-2	500-2
Int R-180 STL-VOR and SW crs ILS.....	Lake RBN.....	Direct.....	2000	S-d-6.....	500-1	500-1	500-1
Int R-180 STL-VOR and SW crs ILS.....	Lake RBN (Final).....	Direct.....	1500	S-n-6.....	500-2	500-2	500-2
Maryland Heights VOR.....	SW crs ILS (Final).....	R-072 MTS-VOR.....	1800	A-dn.....	800-2	800-2	800-2

Radar transitions to final approach course authorized. Information for radar terminal area transition altitudes on radar procedure.

Procedure turn S side SW crs, 238° Outbnd, 058° Inbnd, 2000' within 10 mi of Lake "H".

No glide slope or markers. Alt. over Lake "H", 1500'. Distance from Lake "H" to Rwny 6, 3.5 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.8 miles after passing Lake "H", climb to 1800' on NE crs ILS to LOM or, when directed by ATC, make left (North) turn, climb to 2000' direct to STL-VOR.

CAUTION: Bright mercury vapor lights on Interstate Highway 70 approximately 1400' from approach end of Rwny 6 may be mistaken for runway, when breaking clear of overcast from Lake approach at night.

AIR CARRIER NOTE: Sliding scale NA at night.

City, St. Louis; State, Mo.; Airport Name, Lambert-St. Louis Municipal; Elev., 571'; Fac. Class., ILS; Ident., I-STL; Procedure No. ILS-6, Amdt. 12; Eff. Date, 18 Feb. 61; Sup. Amdt. No. 11; Dated, 24 Dec. 60

ILS STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
St. Louis VOR	LOM	Direct	1800	T-dn*	300-1	300-1	200-1½
St. Louis LFR	LOM	Direct	1800	C-dn	500-1	500-1	500-1½
Jerseyville Int.	LOM	Direct	2000	S-dn-24*	200-½	200-½	200-½
Wood River Int.	LOM	Direct	1800	A-dn*	600-2	600-2	600-2
Wood River Int.	NE crs ILS (Final) (to intercept ILS crs 2 mi from LOM).	Direct	1800				
Lake RBN	LOM	Direct	2000				
Cora Int.	LOM (Final)	Direct	1800				
Academy Int.	NE crs ILS (Final)	Direct	1900				
Mitchell Int.	LOM	Direct	1800				
Maryland Hgts VOR	LOM	Direct	2000				
Prairie Int.	LOM	Direct	2000				
Godfrey Int.	NE crs ILS (Final)	Direct	1900				

Radar transitions to final approach course authorized. Information for radar terminal area transition altitudes on St. Louis radar procedure.

Procedure turn N side NE crs, 058° Outbnd, 238° Inbnd, 1900' within 10 mi.

Minimum altitude at glide slope int inbnd, 1800'.

Altitude of glide slope and distance to approach end of runway at OM, 1782—4.1; at MM, 748—0.6.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished climb to 2000' on SW crs of ILS to Lake "H" or, when directed by ATC, make right (North) turn, climb to 2000' direct to STL-VOR.

*Runway visual range 2600 feet also authorized for takeoff and landing on runway 24; provided, that all components of the ILS or PAR, high-intensity runway lights, approach lights, condenser-discharge flashers, middle and outer compass locators and all related airborne equipment are operating satisfactorily. Descent below the authorized landing minimum altitude of 771 MSL shall not be made unless visual contact with the approach lights has been established or the aircraft is clear of clouds.

City, St. Louis; State, Mo.; Airport Name, Lambert-St. Louis Municipal; Elev., 571'; Fac. Class., ILS; Ident., I-STL; Procedure No. ILS-24, Amdt. 21; Eff. Date, 18 Feb. 61; Sup. Amdt. No. 20; Dated, 24 Dec. 60

Dover Int.	LOM	Direct	3000	T-dn	300-1	300-1	200-1½
				C-dn	500-1	600-1	600-1½
				S-dn-13	300-¾	300-¾	300-¾
				A-dn	600-2	600-2	600-2

Procedure turn North side of crs, 305° Outbnd, 125° Inbnd, 2200' within 10 mi.

Minimum altitude at G.S. int inbnd, 2200'.

Altitude of G.S. and distance to approach end of Rwy at LOM 2030'—3.9 mi; at MM 1078'—0.6 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished climb to 2400' on SE crs of ILS within 15 miles or, when directed by ATC, turn left, climbing to 2300', proceed to TOP-VOR and hold on R-035, or turn left, climbing to 2200' and proceed to TOP-VOR and hold on R-150.

MAJOR CHANGES: Deletes transitions from Forbes LFR to MHW, Int. 252° crs. from TOP-VOR and NW crs. Forbes LFR to MHW, and Topeka VOR to MHW. *400-¾ required when operating under the provisions of inoperative ILS components. No reduction in 2-engine or less T.O. minimums authorized with ILS or precision radar inoperative.

City, Topeka; State, Kans.; Airport Name, Phillip Billard Municipal; Elev., 880'; Fac. Class., ILS; Ident., I-TOP; Procedure No. ILS-13, Amdt. 13; Eff. Date, 18 Feb. 61; Sup. Amdt. No. 12 (ILS portion Comb. ILS-ADF); Dated, 1 June 54

TOP-VOR	Powerhouse Int.	Direct	2200	T-dn*	300-1	300-1	200-½
TOP LOM	Powerhouse Int.	Direct	2400	C-dn	500-1	600-1	600-1½
Clinton Int.	Richland Int.	Direct	2300	S-dn-31	500-1	500-1	500-1
Richland Int.	Powerhouse Int (Final)	Direct	1700	A-dn	800-2	800-2	800-2

Procedure turn East side of crs, 125° Outbnd, 305° Inbnd, 2500' within 10 mi.

No glide slope. No outer marker. No middle marker.

Minimum altitude over Powerhouse Int on final approach crs, 1700'.

Crs and distance, Powerhouse Int to airport, 305°—2.9 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 2.9 mi, climb to 2400' on NW crs ILS within 20 mi or, when directed by ATC, turn right, proceed direct to TOP-VOR climbing to 2300' and hold on R-035, or turn right climbing to 2200', proceed to TOP-VOR and hold on R-150.

MAJOR CHANGES: Deletes transitions from Int NE crs. TOE-LFR and 259° crs. to TOP VOR; Int. SE crs. ILS and SW crs. MKC-LFR to Powerhouse Int, and Forbes LFR and Powerhouse Int.

*No reduction in 2-engine or less T.O. minimums authorized with ILS or precision radar inoperative.

City, Topeka; State, Kans.; Airport Name, Phillip Billard Municipal; Elev., 880'; Fac. Class., ILS; Ident., I-TOP; Procedure No. ILS-31, Amdt. 2; Eff. Date, 18 Feb. 61; Sup. Amdt. No. 1; Dated, 1 June 54

RULES AND REGULATIONS

5. The radar procedures prescribed in § 609.500 are amended to read in part:

RADAR STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet, MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If a radar instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below. Positive identification must be established with the radar controller. From initial contact with radar to final authorized landing minimums, the instructions of the radar controller are mandatory except when (A) visual contact is established on final approach at or before descent to the authorized landing minimums, or (B) at pilot's discretion if it appears desirable to discontinue the approach, except when the radar controller may direct otherwise prior to final approach, a missed approach shall be executed as provided below when (A) communication on final approach is lost for more than 5 seconds during a precision approach, or for more than 30 seconds during a surveillance approach; (B) directed by radar controller; (C) visual contact is not established upon descent to authorized landing minimums; or (D) if landing is not accomplished.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
100-190		Within 25 mi.	*2200	Surveillance approach			
190-100		Within 25 mi.	2000	T-dn	300-1	300-1	200-1½
				C-dn	500-1	500-1	500-1½
				S-dn	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2
				Precision approach			
				T-dn#	300-1	300-1	200-1½
				S-dn-24#	200-1½	200-1½	200-1½
				A-dn	600-2	600-2	600-2

Radar terminal area transition altitudes: All bearings and distances are from the radar site with sector azimuths progressing clockwise.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished climb to 2000' on W crs SL-LFR to St. Peters Int or, when directed by ATC, (1) climb to 2000', proceed direct to STL-VOR; (2) climb to 2000' direct to MTS-VOR.

*2600' within 3 mi of 1649' TV tower 10.7 mi S of airport.

#Runway Visual Range 2600' also authorized for takeoff and landing on Runway 24; provided, that all components of the ILS or PAR, high-intensity runway lights, approach lights, condenser-discharge flashers, middle and outer compass locators and all related airborne equipment are operating satisfactorily. Descent below the authorized landing minimum altitude of 771' MSL shall not be made unless visual contact with the approach lights has been established or the aircraft is clear of clouds.

City, St. Louis; State, Mo.; Airport Name, Lambert-St. Louis Municipal; Elev., 571'; Fac. Class., St. Louis; Ident., Radar; Procedure No. 1, Amdt. 5; Eff. Date, 18 Feb. 61; Sup. Amdt. No. 4; Dated, 24 Dec. 60

These procedures shall become effective on the dates specified therein.

(Secs. 313(a), 307(c), 72 Stat. 752, 749; 49 U.S.C. 1354(a), 1348(c))

Issued in Washington, D.C., on January 19, 1961.

GEORGE C. PRILL,
Acting Director, Bureau of Flight Standards.

[F.R. Doc. 61-741; Filed, Feb. 8, 1961; 8:45 a.m.]

Title 5—ADMINISTRATIVE PERSONNEL

Chapter I—Civil Service Commission

PART 24—FORMAL EDUCATION REQUIREMENTS FOR APPOINTMENT TO CERTAIN SCIENTIFIC, TECHNICAL, AND PROFESSIONAL POSITIONS

Dietitian

Section 24.10 is amended as set out below:

§ 24.10 Dietitian, GS-630-0 (all grades).

(a) *Educational requirement.* Applicants must have a bachelor's degree from an accredited college or university. The course of study must have included or have been supplemented by courses and semester hours in accordance with Plan I, Plan II, or Plan III below:

PLAN I

Subject group	Hours	Courses
Chemistry.....	12	General Inorganics. ¹ Organic. ¹ Physiological Chemistry with Laboratory. ¹
Biology.....	6	Human Physiology. ¹ Bacteriology. ¹
Social Sciences.....	9	At least 2 of the following: Psychology. Sociology. Economics.
Education.....	3	At least 1 of the following: Educational Psychology. Methods of Teaching. Principles of Education.
Foods.....	6	Food Selection and Preparation. ¹ Meal Planning and Service. ¹
Nutrition and Dietetics.	6	Nutrition. ¹ Diet in Disease. ¹
Institution Management.	6	Quantity Cookery. ¹ Organization and Management. ¹

PLAN II

Sixty total semester hours are required with no less than the minimum number of hours indicated for each group.

	Semester hours
Group I.....	8
Basic foods (required). Nutrition (required).	
Group II.....	20
Inorganic chemistry. Organic chemistry. Human physiology. Bacteriology. Physiological or biological chemistry. Food chemistry. Physics. Other advanced nutrition courses.	
Group III.....	12
Psychology. Education. Sociology. Anthropology. Economics. Personnel relations.	
Group IV.....	12
Experimental foods. Diet therapy (required). Quantity cookery. Institution equipment. Purchasing. Organization and management. Accounting. Cost control.	

No. 26—3

PLAN III

The Core plus one Emphasis, plus one Concentration, constitutes the requirements. (For employment in hospitals which do not have adequate pre-professional training facilities, applicants who meet the requirements of Plan III only by counting credits in Concentration 3 must, in addition, have completed an American Dietetic Association-approved internship to be eligible for consideration.)

Core Subjects (all required) 22 Semester hours—Basic minimum	Emphases 9 Semester hours—Basic minimum
Natural sciences..... 14 Human physiology and bacteriology..... 6 Chemistry..... 8 Food..... 6 (This subject must cover selection, meal planning, and service.) Nutrition..... 2	1. Food service management. Organization and management. ¹ Quantity food production and service. ¹ Advanced food production management. Equipment selection, maintenance, and layout. Principles of accounting. Purchasing. or 2. Education (business and industry, clinic, college, extension, school, and public health). Educational principles and techniques. ¹ Educational psychology. ¹ Anthropology. Child psychology. Sociology. or 3. Food—Experimental and developmental. Experimental foods. ¹ Advanced bacteriology. Consumer economics. Cultural aspects of food. Food styling. Quantity food production and service. Psychology of advertising. Technology of food. Theory and technique of communications.

CONCENTRATIONS

15 Semester hours—Basic minimum

1. Therapeutic and Administrative Dietetics:
Nutrition, 2 semester hours¹ (biochemistry prerequisite or concurrent).
Personnel management or industrial psychology.¹
Principles of learning or educational psychology.¹
Diet Therapy.¹
Advanced food production management.
Equipment selection, maintenance and layout (if not used in Emphasis 1).
Foods: Cultural, experimental, or technological.
Principles of accounting (if not used in Emphasis 1).
Purchasing (if not used in Emphasis 1).
or
2. Science—Foods and Nutrition:
Advanced nutrition, 6 semester hours.¹
Biochemistry with laboratory.¹
Foods: Cultural, experimental or technological.¹
Diet Therapy.¹
Child growth and nutrition.
Community nutrition.
Principles of learning or educational psychology.
Statistics.
Food processing and preservation.
or
3. Business Administration:
Advanced accounting.¹
Advanced food production management¹ (if not used in Emphasis 1).
Equipment selection, maintenance and layout¹ (if not used in Emphasis 1).
Personnel management.¹
Purchasing¹ (if not used in Emphasis 1).
Remainder of credit:
Business law.
Communications.
Human relations.
Industrial psychology.
Labor economics.

(b) *Duties.* The position of dietitian includes the following and related

¹ At least one course in each of these is required.

duties: Planning and directing the preparation and service of a regular and modified diet to patients or domiciled members and a regular diet to personnel attached to a hospital, domiciliary, sanatorium, clinic, or other institution; instructing patients in the requirements of prescribed diets; performing research and investigative studies regarding the use of diet in the treatment of disease; training others in the performance of dietetic work; or performing consultative or staff advisory work in connection with administering or participating in the administration of a dietetic program for several or all hospitals and/or other institutions under the jurisdiction of a Federal agency. The degree of responsibility will vary with the grade of the position.

(c) *Knowledge and training requisite for performance of duties.* The duties of dietitian cannot be performed successfully without a knowledge of (1) the physiology and digestive processes of the human body, (2) the nutritional requirements of individuals of varying ages and occupations, (3) the special diet requirements of persons suffering from a variety of diseases, (4) bacteriological principles as applied to food spoilage and sanitation, (5) the sciences in order to assist the medical staff in research into the use of diet in treatment of disease, and (6) the organization and administration of a hospital dietary department. These knowledges can be gained only through a directed course of study in an accredited college or university.

(Sec. 11, 58 Stat. 390; 5 U.S.C. 860)

UNITED STATES CIVIL SERVICE COMMISSION,
[SEAL] MARY V. WENZEL,
Executive Assistant to the Commissioners.

[F.R. Doc. 61-1130; Filed, Feb. 8, 1961; 8:49 a.m.]

Proposed Rule Making

DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

Food and Drug Administration

[21 CFR Part 120]

TOLERANCES AND EXEMPTIONS FROM TOLERANCES FOR PESTICIDE CHEMICALS IN OR ON RAW AGRICULTURAL COMMODITIES

Diuron; Notice of Filing of Petition for Establishment of Tolerance for Residues

Pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 408(d)(1), 68 Stat. 512; 21 U.S.C. 346a (d)(1)), the following notice is issued:

A petition has been filed by E. I. du Pont de Nemours and Company, Wilmington 98, Delaware, proposing the establishment of a tolerance of 1 part per million for residues of diuron (3-(3,4-dichlorophenyl)-1,1-dimethylurea) in or on citrus fruits (including citrus citron, grapefruit, kumquats, lemons, limes, oranges, tangerines, and tangelos).

The analytical methods proposed in the petition are those of Bleidner et al. published in the Journal of Agricultural and Food Chemistry, volume II, page 476 (1954) for monuron, with modification for diuron, and the chromatographic separation technique of Bleidner (ibid., page 682).

Dated: February 2, 1961.

[SEAL]

ROBERT S. ROE,
*Director, Bureau of
Biological and Physical Sciences.*

[F.R. Doc. 61-1121; Filed, Feb. 8, 1961;
8:48 a.m.]

Notices

DEPARTMENT OF THE TREASURY

Internal Revenue Service

[Order 67 (Rev. 2)]

SIGNING THE COMMISSIONER'S NAME OR ON HIS BEHALF

Delegation Order

Effective as of noon, January 20, 1961, all outstanding authorizations to sign the name of, or on behalf of, former Commissioner Latham, are hereby amended to authorize the signing of the name of, or on behalf of, Charles I. Fox, Acting Commissioner of Internal Revenue.

This order supersedes Delegation Order No. 67 (Revised), issued November 5, 1958.

Date of issue: January 19, 1961.

Effective date: January 20, 1961.

[SEAL]

CHARLES I. FOX,
Acting Commissioner.

[F.R. Doc. 61-1119; Filed, Feb. 8, 1961;
8:48 a.m.]

Office of the Secretary

[Dept. Circ. 570, 1960 Rev. Supp. 8]

SPRINGFIELD FIRE AND MARINE INSURANCE CO.

Surety Companies Acceptable on Federal Bonds

FEBRUARY 6, 1961.

Springfield Fire and Marine Insurance Company, a Massachusetts corporation, has formally changed its name to Springfield Insurance Company, effective 11:59 p.m., December 31, 1960. A copy of the amendment to the company's Charter, approved by the First Deputy Commissioner of Insurance and the Commissioner of Corporations and Taxation of Massachusetts and filed in the Office of the Secretary of the Commonwealth of Massachusetts, changing the name of Springfield Fire and Marine Insurance Company to Springfield Insurance Company, has been received and filed in the Treasury.

The change in name of Springfield Fire and Marine Insurance Company does not affect its status or liability with respect to any obligation in favor of the United States or in which the United States has an interest, which it may have undertaken pursuant to its authority under the Act of Congress approved July 30, 1947 (6 U.S.C., secs. 6-13), to qualify as sole surety on such obligations.

The name of the company will appear as Springfield Insurance Company, Springfield, Massachusetts, in the next annual revision of this circular (Treasury Department Circular No. 570) which lists the companies authorized to act as

acceptable sureties on bonds in favor of the United States.

[SEAL]

W. T. HEFFELFINGER,
Fiscal Assistant Secretary.

[F.R. Doc. 61-1122; Filed, Feb. 8, 1961;
8:48 a.m.]

[1961 Dept. Cir. 1057]

3 1/4 PERCENT TREASURY NOTES OF SERIES G-1962

Offering of Notes

FEBRUARY 6, 1961.

I. Offering of notes. 1. The Secretary of the Treasury, pursuant to the authority of the Second Liberty Bond Act, as amended, invites subscriptions, subject to allotment, at par and accrued interest, from the people of the United States for notes of the United States, designated 3 1/4 percent Treasury Notes of Series G-1962. The amount of the offering under this circular is \$6,900,000,000, or thereabouts. Treasury Certificates of Indebtedness of Series A-1961, maturing February 15, 1961, will be accepted at par in payment or exchange, in whole or in part, for the notes subscribed for, to the extent such subscriptions are allotted by the Treasury. The books will be open only on February 6, 1961, for the receipt of subscriptions for this issue.

II. Description of notes. 1. The notes will be dated February 15, 1961, and will bear interest from that date at the rate of 3 1/4 percent per annum, payable semi-annually on August 15, 1961, and February 15 and August 15, 1962. They will mature August 15, 1962, and will not be subject to call for redemption prior to maturity.

2. The income derived from the notes is subject to all taxes imposed under the Internal Revenue Code of 1954. The notes are subject to estate, inheritance, gift or other excise taxes, whether Federal or State, but are exempt from all taxation now or hereafter imposed on the principal or interest thereof by any State, or any of the possessions of the United States, or by any local taxing authority.

3. The notes will be acceptable to secure deposits of public moneys. They will not be acceptable in payment of taxes.

4. Bearer notes with interest coupons attached, and notes registered as to principal and interest, will be issued in denominations of \$1,000, \$5,000, \$10,000, \$100,000, \$1,000,000, \$100,000,000, and \$500,000,000. Provision will be made for the interchange of notes of different denominations and of coupon and registered notes, and for the transfer of registered notes, under rules and regulations prescribed by the Secretary of the Treasury.

5. The notes will be subject to the general regulations of the Treasury De-

partment, now or hereafter prescribed, governing United States notes.

III. Subscription and allotment. 1. Subscriptions will be received at the Federal Reserve Banks and Branches and at the Office of the Treasurer of the United States, Washington. Only the Federal Reserve Banks and the Treasury Department are authorized to act as official agencies. Commercial banks, which for this purpose are defined as banks accepting demand deposits, may submit subscriptions for account of customers provided the names of the customers are set forth in such subscriptions. Others than commercial banks will not be permitted to enter subscriptions except for their own account. Subscriptions from commercial banks for their own account will be restricted in each case to an amount not exceeding 50 percent of the combined capital, surplus and undivided profits of the subscribing bank. Subscriptions will be received without deposit from commercial and other banks for their own account, Federally-insured savings and loan associations, States, political subdivisions or instrumentalities thereof, public pension and retirement and other public funds, international organizations in which the United States holds membership, foreign central banks and foreign states, dealers who make primary markets in Government securities and report daily to the Federal Reserve Bank of New York their positions with respect to Government securities and borrowings thereon, Government Investment Accounts, and the Federal Reserve Banks. Subscriptions from all others must be accompanied by payment (in cash or in Treasury Certificates of Indebtedness of Series A-1961, maturing February 15, 1961, at par) of 2 percent of the amount of notes applied for, not subject to withdrawal until after allotment. Following allotment, any portion of the 2 percent payment in excess of 2 percent of the amount of notes allotted may be released upon the request of the subscribers.

2. All subscribers are required to agree not to purchase or to sell, or to make any agreements with respect to the purchase or sale or other disposition of any notes of this issue, until after midnight February 6, 1961.

3. Commercial banks in submitting subscriptions will be required to certify that they have no beneficial interest in any of the subscriptions they enter for the account of their customers, and that their customers have no beneficial interest in the banks' subscriptions for their own account.

4. The Secretary of the Treasury reserves the right to reject or reduce any subscription, to allot less than the amount of notes applied for, and to make different percentage allotments to various classes of subscribers; and any action he may take in these respects shall be final. Subject to these reservations, all

subscriptions from States, political subdivisions or instrumentalities thereof, public pension and retirement and other public funds, international organizations in which the United States holds membership, foreign central banks and foreign states, Government Investment Accounts, and the Federal Reserve Banks will be allotted in full. The basis of the allotment will be publicly announced, and allotment notices will be sent out promptly upon allotment.

IV. Payment. 1. Payment at par and accrued interest, if any, for notes allotted hereunder must be made or completed on or before February 15, 1961, or on later allotment. In every case where payment is not so completed, the payment with application up to 2 percent of the amount of notes allotted shall, upon declaration made by the Secretary of the Treasury in his discretion, be forfeited to the United States. Payment may be made for any notes allotted hereunder in cash or by exchange of Treasury Certificates of Indebtedness of Series A-1961, maturing February 15, 1961, which will be accepted at par. Where payment is made with Treasury Certificates of Indebtedness of Series A-1961, coupons dated February 15, 1961, should be detached from such certificates by holders and cashed when due.

V. General Provisions. 1. As fiscal agents of the United States, Federal Reserve Banks are authorized and requested to receive subscriptions, to make allotments on the basis and up to the amounts indicated by the Secretary of the Treasury to the Federal Reserve Banks of the respective Districts, to issue allotment notices, to receive payment for notes allotted, to make delivery of notes on full-paid subscriptions allotted, and they may issue interim receipts pending delivery of the definitive notes.

2. The Secretary of the Treasury may at any time, or from time to time, prescribe supplemental or amendatory rules and regulations governing the offering, which will be communicated promptly to the Federal Reserve Banks.

[SEAL] DOUGLAS DILLON,
Secretary of the Treasury.

[F.R. Doc. 61-1123; Filed, Feb. 8, 1961;
8:48 a.m.]

DEPARTMENT OF AGRICULTURE

Office of the Secretary
TEXAS

Designation of Area for Production Emergency Loans

For the purpose of making production emergency loans pursuant to section 2(a) of Public Law 38, 81st Congress (12 U.S.C. 1148a-2(a)), as amended, it has been determined that in Waller County, Texas, a production disaster has caused a need for agricultural credit not readily available from commercial banks, cooperative lending agencies, or other responsible sources.

Pursuant to the authority set forth above, production emergency loans will not be made in the above-named county after June 30, 1961, except to applicants who previously received such assistance

and who can qualify under established policies and procedures.

Done at Washington, D.C., this 3d day of February 1961.

ORVILLE L. FREEMAN,
Secretary.

[F.R. Doc. 61-1118; Filed, Feb. 8, 1961;
8:47 a.m.]

DEPARTMENT OF THE INTERIOR

Bureau of Land Management

[Classification No. 120]

NEVADA

Small Tract Classification: Amendment

Effective January 31, 1961, Federal Register Document 56-7064 appearing on page 6681 of the issue for September 5, 1956, is amended to include the following paragraph:

4. All valid applications filed prior to May 28, 1956, will be granted, as soon as possible, the preference right provided for by 43 CFR 257.5.

CHARLES E. HANCOCK,
Acting State Supervisor.

JANUARY 31, 1961.

[F.R. Doc. 61-1106; Filed, Feb. 8, 1961;
8:46 a.m.]

[Classification No. 195]

NEVADA

Small Tract Classification

1. Pursuant to authority delegated to me by Bureau Order No. 541, dated April 21, 1954 (19 F.R. 2473), I hereby classify the following described public lands, totalling 387.5 acres in Elko County, Nevada, as suitable for direct sale for residence purposes under the Small Tract Act of June 1, 1938 (52 Stat. 609; 43 U.S.C. 682a), as amended:

MOUNT DIABLO PRINCIPAL MERIDIAN

T. 47 N., R. 64 E.,

Sec. 1, $N\frac{1}{2}NW\frac{1}{4}SW\frac{1}{4}NE\frac{1}{4}$, $N\frac{1}{2}NE\frac{1}{4}SW\frac{1}{4}NE\frac{1}{4}$, $SW\frac{1}{4}NE\frac{1}{4}SW\frac{1}{4}NE\frac{1}{4}$, $E\frac{1}{2}SW\frac{1}{4}SW\frac{1}{4}NE\frac{1}{4}$, $SW\frac{1}{4}SW\frac{1}{4}SW\frac{1}{4}NE\frac{1}{4}$, $N\frac{1}{2}SE\frac{1}{4}SW\frac{1}{4}NE\frac{1}{4}$, $SW\frac{1}{4}SE\frac{1}{4}SW\frac{1}{4}NE\frac{1}{4}$, $W\frac{1}{2}SE\frac{1}{4}SW\frac{1}{4}NW\frac{1}{4}$, $W\frac{1}{2}NE\frac{1}{4}NW\frac{1}{4}SW\frac{1}{4}$, $S\frac{1}{2}NE\frac{1}{4}NE\frac{1}{4}SW\frac{1}{4}$, $E\frac{1}{2}SW\frac{1}{4}NW\frac{1}{4}SW\frac{1}{4}$, $SW\frac{1}{4}SW\frac{1}{4}NW\frac{1}{4}SW\frac{1}{4}$, $NW\frac{1}{4}SE\frac{1}{4}NW\frac{1}{4}SW\frac{1}{4}$, $SE\frac{1}{4}NE\frac{1}{4}SW\frac{1}{4}$, $SW\frac{1}{4}NW\frac{1}{4}SW\frac{1}{4}SW\frac{1}{4}$, $NW\frac{1}{4}SW\frac{1}{4}SW\frac{1}{4}SW\frac{1}{4}$, $E\frac{1}{2}NW\frac{1}{4}SE\frac{1}{4}SW\frac{1}{4}$, $NE\frac{1}{4}SE\frac{1}{4}SW\frac{1}{4}$, $E\frac{1}{2}W\frac{1}{2}NW\frac{1}{4}SE\frac{1}{4}$, $E\frac{1}{2}NW\frac{1}{4}SE\frac{1}{4}$, $W\frac{1}{2}NW\frac{1}{4}SW\frac{1}{4}SE\frac{1}{4}$, $N\frac{1}{2}NE\frac{1}{4}SW\frac{1}{4}SE\frac{1}{4}$, $SW\frac{1}{4}SE\frac{1}{4}$, $SE\frac{1}{4}NE\frac{1}{4}SW\frac{1}{4}SE\frac{1}{4}$;

Sec. 11, $E\frac{1}{2}NE\frac{1}{4}NE\frac{1}{4}$, $E\frac{1}{2}SW\frac{1}{4}NE\frac{1}{4}NE\frac{1}{4}$, $SW\frac{1}{4}SW\frac{1}{4}NE\frac{1}{4}NE\frac{1}{4}$, $SE\frac{1}{4}NE\frac{1}{4}$, $E\frac{1}{2}SE\frac{1}{4}SW\frac{1}{4}NE\frac{1}{4}$, $N\frac{1}{2}NE\frac{1}{4}SE\frac{1}{4}$, $E\frac{1}{2}NE\frac{1}{4}NW\frac{1}{4}SE\frac{1}{4}$, $N\frac{1}{2}S\frac{1}{2}NE\frac{1}{4}SE\frac{1}{4}$, $NE\frac{1}{4}SE\frac{1}{4}NW\frac{1}{4}SE\frac{1}{4}$;

Sec. 12, $SW\frac{1}{4}NE\frac{1}{4}NW\frac{1}{4}NW\frac{1}{4}$, $S\frac{1}{2}NW\frac{1}{4}$, $N\frac{1}{2}N\frac{1}{2}SW\frac{1}{4}$, $N\frac{1}{2}S\frac{1}{2}N\frac{1}{2}SW\frac{1}{4}$.

Containing 387.5 acres, subdivided into 142 tracts, of which 14 are covered by applications from persons entitled to preference under 43 CFR 257.5(a).

2. Classification of the above-described lands by this order segregates them from all appropriations, including locations under the mining laws, except as to ap-

plications under the mineral leasing laws.

3. The lands classified by this order shall not become subject to application under the Small Tract Act of June 1, 1938 (52 Stat. 609; 43 U.S.C. 682a), as amended, until it is so provided by an order to be issued by an authorized officer, opening the lands to application or bid.

4. All valid applications filed prior to January 31, 1961, will be granted, as soon as possible, the preference right provided for by 43 CFR 257.5.

CHARLES E. HANCOCK,
Acting State Supervisor.

JANUARY 31, 1961.

[F.R. Doc. 61-1107; Filed, Feb. 8, 1961;
8:46 a.m.]

[Utah (I-33)]

UTAH

Notice of Proposed Withdrawal and Reservation of Lands

FEBRUARY 1, 1961.

The National Park Service, U.S. Department of the Interior, has filed an application, Serial No. U-060732, for the withdrawal of the lands described below from all forms of appropriation under the public land laws, including the mining and mineral leasing laws, subject to valid existing rights. The land is to be under the jurisdiction of that agency. Grazing will be permitted to the extent it is compatible with the purpose of the withdrawal.

The applicant agency desires the withdrawal of these lands as an addition to the Natural Bridge National Monument to provide for proposed expansion and development of the Monument under the Mission 66 program, to facilitate administration, protection and public use of park values. The proposal is to enlarge the area first withdrawn by Presidential Proclamation on April 16, 1908, No. 804, and further defined by Presidential Proclamation on September 25, 1909, No. 881, and which will be referred to hereafter in this notice as the Monument. The additional land is needed to provide suitable space for the development and construction of facilities which include a portion of the new entrance road, a Monument road system, a visitor center, and other necessary headquarter facilities. Also included in the lands proposed for withdrawal are numerous prehistoric Indian ruins and other features of interest.

For a period of 30 days from the date of publication of this notice, persons having cause may present their objections or comments in writing to the State Supervisor for Utah, Bureau of Land Management, Darling Building, P.O. Box 777, Salt Lake City 10, Utah. If any objections are filed and the nature of the opposition is such as to warrant it, a public hearing will be held at a convenient time and place, which will be announced, where opponents to the proposed withdrawal may state their views, and where proponents may explain its purpose.

The determination of the Secretary on the application will be published in

the FEDERAL REGISTER, either in the form of a public land order or in the form of a notice of determination if the application is rejected. In either case, a separate notice will be sent to each interested party of record.

The lands involved in the application are:

SALT LAKE MERIDIAN

- T. 36 S., R. 17 E.,
 Sec. 25: NE $\frac{1}{4}$, S $\frac{1}{2}$ (that portion outside the Monument);
 Sec. 26: E $\frac{1}{2}$ SW $\frac{1}{4}$, SE $\frac{1}{4}$ (that portion outside the Monument);
 Sec. 34: NE $\frac{1}{4}$ NE $\frac{1}{4}$, SE $\frac{1}{4}$ SW $\frac{1}{4}$, S $\frac{1}{2}$ NE $\frac{1}{4}$ (that portion outside the Monument);
 SE $\frac{1}{4}$ (that portion outside the Monument);
 Sec. 35: That portion outside the Monument.
 T. 37 S., R. 17 E. (Unsurveyed except for township boundaries and school sections),
 Secs. 1, 2, 3: Those portions outside the Monument;
 Sec. 4: E $\frac{1}{2}$;
 Sec. 10: N $\frac{1}{2}$ NW $\frac{1}{4}$, E $\frac{1}{2}$ (that portion outside the Monument);
 Sec. 11: That portion outside the Monument;
 Sec. 12: NW $\frac{1}{4}$ (surveyed);
 Sec. 14: N $\frac{1}{2}$;
 Sec. 15: NE $\frac{1}{4}$.
 T. 36 S., R. 18 E.,
 Secs. 30 and 31.
 T. 37 S., R. 18 E. (Unsurveyed except for township boundaries and school sections),
 Sec. 6: NW $\frac{1}{4}$.

The area described contains approximately 4,841.55 acres.

EVAN L. RASMUSSEN,
 Acting State Supervisor.

[F.R. Doc. 61-1108; Filed, Feb. 8, 1961;
 8:46 a.m.]

[Classification No. 56]

NEW MEXICO

Small Tract Classification

FEBRUARY 3, 1961.

1. Pursuant to authority delegated to me by Bureau Order No. 541, dated April 21, 1954 (19 F.R. 2473), I hereby offer the small tracts described below for public sale under the Small Tract Act of June 1, 1938 (52 Stat. 609; 43 U.S.C. 682a) as amended.

2. The lands are located approximately 5.5 miles west of the intersection of U.S. Highways 285 and 380 in the City of Roswell, Chaves County, New Mexico, on top of Six Mile Hill along the south side of U.S. Highway 380, at an elevation of 3,570 feet. The climate is moderate with annual precipitation of 12 inches, an average annual temperature of 59 degrees, and an average frost-free period of 208 days. Culinary water is accessible from wells at reasonable depths. Utilities are available at reasonable cost; and school, church, recreation and shopping facilities are readily accessible in Roswell. Some of the tracts have excellent views of the Pecos Valley, Walker Air Force Base, the City of Roswell, and the Capitan Mountains.

3. The appraised value per individual lot, its size and rights-of-way are shown below. All minerals in the lands shall be reserved to the United States.

NEW MEXICO PRINCIPAL MERIDIAN

T. 11 S., R. 23 E., Sec. 4, Lots described as follows:

Lot No.	Acreage	Rights-of-way reservations		Appraised value
		33 Feet	10 Feet	
51 ¹	2.09	S. Boundary	W. Boundary	\$2,000
52	2.09	W. and S. Boundary	E. and N. Boundary	2,500
53 ¹	2.08	W. Boundary	N. Boundary	2,500
54	2.08	E. and S. Boundary	do	2,250
55	2.74	S. Boundary	do	2,000
56	2.73	do	do	2,250
57	2.72	S. and W. Boundary	do	2,500
58	2.71	E. Boundary	do	2,250
59	2.51	do	S. Boundary	1,250
60	2.52	N. and W. Boundary	do	1,250
61	2.53	N. Boundary	do	1,250
62 ¹	2.53	do	do	1,600
63	1.88	N. and E. Boundary	do	1,300
64	1.89	W. Boundary	do	1,300
65	1.90	N. Boundary	S. and E. Boundary	1,300
66 ¹	1.90	do	W. Boundary	1,250
22	2.54	S. Boundary	do	1,400
21	2.54	do	N. and E. Boundary	1,500
20	2.53	W. and S. Boundary	N. Boundary	1,500
19 ¹	2.53	E. and S. Boundary	do	1,500
18 ¹	2.52	S. Boundary	do	1,500
17 ¹	2.52	do	do	1,500
16 ¹	2.51	W. and S. Boundary	do	1,500
15	2.51	E. Boundary	do	1,250
30	2.51	do	S. Boundary	1,500
29	2.51	W. and N. Boundary	do	1,500
28	2.52	N. Boundary	do	1,500
27	2.52	do	do	1,500
26	2.53	N. and E. Boundary	do	1,250
25 ¹	2.53	W. and N. Boundary	do	1,250
24	2.54	N. Boundary	S. and E. Boundary	1,400
23	2.54	do	W. Boundary	1,250
67	2.54	S. Boundary	do	1,250
68 ¹	2.54	do	N. and E. Boundary	1,000
69 ¹	2.54	W. and S. Boundary	N. Boundary	1,250
70	2.53	E. and S. Boundary	do	1,250
71	2.53	S. Boundary	do	1,250
72	2.52	do	do	1,250
73	2.52	W. and S. Boundary	do	1,250
74	2.52	E. Boundary	do	1,250
75	2.51	do	S. Boundary	1,250
76 ¹	2.52	W. and N. Boundary	do	1,250
77 ¹	2.52	N. Boundary	do	1,250
78 ¹	2.53	do	do	1,250
79	2.53	N. and E. Boundary	do	1,250
80	2.53	N. and W. Boundary	do	900
81	2.54	N. Boundary	S. and E. Boundary	1,000
82	2.54	do	W. Boundary	1,250
83 ¹	2.54	S. Boundary	do	1,250
84	2.54	do	W. and N. Boundary	1,000
85 ¹	2.54	W. and S. Boundary	N. Boundary	1,000
86 ¹	2.53	E. and S. Boundary	do	750
87 ¹	2.53	S. Boundary	do	1,100
88 ¹	2.52	do	do	1,100
89 ¹	2.52	W. and S. Boundary	do	1,000
90 ¹	2.51	E. Boundary	do	1,000
91	2.51	do	S. Boundary	750
92	2.52	W. and N. Boundary	do	600
93	2.52	N. Boundary	do	750
94	2.53	do	do	750
95	2.53	E. and N. Boundary	do	750
96	2.53	W. and N. Boundary	do	1,000
97	2.54	N. Boundary	E. and S. Boundary	1,100
98	2.55	do	W. Boundary	1,000
99	2.36	S. Boundary	do	500
100 ¹	2.38	do	E. and N. Boundary	500
101	2.40	W. and S. Boundary	N. Boundary	650
102	2.42	E. and S. Boundary	do	650
103	2.44	S. Boundary	do	650
104	2.46	do	do	750
105 ¹	2.48	W. and S. Boundary	do	750
106 ¹	2.50	E. Boundary	do	750
107	2.50	do	S. Boundary	750
108	2.49	W. and N. Boundary	do	750
109	2.47	N. Boundary	do	500
110 ¹	2.44	do	do	650
111 ¹	2.43	N. and E. Boundary	do	750
112	2.40	N. and W. Boundary	do	750
113	2.38	N. Boundary	S. and E. Boundary	650
114	2.36	do	W. Boundary	650
115	2.36	S. Boundary	do	650
116	2.38	do	N. and E. Boundary	650
117 ¹	2.40	W. and S. Boundary	N. Boundary	750
118 ¹	2.42	E. and S. Boundary	do	800
119 ¹	2.44	S. Boundary	do	750
120 ¹	2.47	do	do	750
121 ¹	2.49	W. and S. Boundary	do	750
122 ¹	2.50	E. and S. Boundary	do	750
123	2.50	N. Boundary	S. Boundary	750
124	2.49	do	do	750
125	2.47	do	do	650
126	2.44	do	do	650
127	2.43	N. and E. Boundary	do	750
128	2.40	N. and W. Boundary	do	750
129	2.38	N. Boundary	E. and S. Boundary	750
130	2.37	do	W. Boundary	750
131	2.37	S. Boundary	do	750
132	2.38	do	N. and E. Boundary	650
133	2.40	W. and S. Boundary	N. Boundary	650
134	2.43	E. Boundary	do	750
135	2.42	do	S. Boundary	750
136	2.41	N. and W. Boundary	do	650
137	2.38	N. Boundary	E. and S. Boundary	750

¹ Covered by application from persons entitled to preference under 43 CFR 257.5.

NEW MEXICO PRINCIPAL MERIDIAN—Continued

T. 11 S., R. 23 E., Sec. 4, Lots described as follows—Continued

Lot No.	Acreage	Rights-of-way reservations		Appraised value
		33 Feet	10 Feet	
138 ¹	2.37	N. Boundary	W. Boundary	\$750
139	2.37	S. Boundary	do.	750
140	2.38	do.	N. Boundary	750
141	2.41	W. and S. Boundary	do.	650
142	2.42	E. and S. Boundary	do.	750
143	2.43	N. Boundary	S. Boundary	650
144 ¹	2.41	do.	do.	650
145	2.39	do.	S. and E. Boundary	750
146	2.37	do.	W. and S. Boundary	750

¹ Covered by application from persons entitled to preference under 43 CFR 257.5.

4. The above-described tracts will be sold at public auction at a public sale to be held at the Federal Court Room, Post Office Building, Roswell, New Mexico, at 10 a.m., April 6, 1961. Tracts covered by applications from persons entitled to preference under 43 CFR 257.5 will also be offered on the above date in case the preference right applicants fail to exercise their preference prior to the date of the sale. Bids may be made personally by the applicant or his agent at the sale or may be mailed. Bids sent by mail will be considered only if received at the Santa Fe, New Mexico, Land Office prior to 10:00 a.m., April 4, 1961. No sealed bid will be accepted if it is less than the appraised value of the tract. No oral bid will be accepted if it is less than the appraised value of the tract. Sealed bids must be in units of \$5.00. Oral bidding will be in increments of not less than \$10.00. See paragraph 3 for appraised values.

5. Persons who have previously acquired a tract under the Small Tract Act are not qualified to purchase a tract at the sale unless they can make a showing satisfactory to the Bureau of Land Management that the acquisition of another tract is warranted in the circumstances.

6. Each bid sent by mail must clearly show (a) the name and post office address of the bidder, (b) Offer No. 14, and (c) the land description of the tract for which the bid is made, described in accordance with paragraph 3 of this order. Each bid must be accompanied by the full amount bid in the form of a certified or cashier's check, post office money order, or bank draft made payable to the Bureau of Land Management. Each bid must be enclosed in a separate envelope, but payment need only accompany the highest bid, provided all other bids designate the envelope containing the payment. Each envelope must carry on its reverse the following information and nothing else: (a) "Offer No. 14, April 6, 1961", (b) the description of the tract for which the bid is made, described in accordance with paragraph 3 of this order.

7. Each tract will be awarded to the highest qualified bidder. If the highest bid is oral, the bidder will be required to make payment for the tract at the close of bidding, and a personal check will be acceptable for that purpose. Any person who is declared high bidder for any tract will automatically be disqualified from consideration for other tracts at the sale.

8. Inquiries concerning these lands should be addressed to the Manager, Land Office, Post Office Box 1251, Santa Fe, New Mexico.

E. R. SMITH,
State Supervisor.

[F.R. Doc. 61-1128; Filed, Feb. 8, 1961;
8:49 a.m.]

[Bureau Order 668]

DIRECTOR, BUREAU OF LAND MANAGEMENT

Delegation of Authority in Connection With Appeals

FEBRUARY 2, 1961.

SECTION 1. Pursuant to the authority and subject to the limitation contained in Order No. 2583 of the Secretary of the Interior the Appeals Officer of the Bureau of Land Management is authorized to sign all decisions involving appeals to the Director, Bureau of Land Management, filed pursuant to 43 CFR Part 221.

SEC. 2. Bureau Order No. 587 of April 12, 1955, is hereby revoked.

KARL S. LANDSTROM,
Director.

[F.R. Doc. 61-1109; Filed, Feb. 8, 1961;
8:46 a.m.]

[Anchorage 051594]

ALASKA

Order Providing for Opening of Public Lands

FEBRUARY 3, 1961.

1. Pursuant to the authority delegated to me by Order No. 541 of the Director, Bureau of Land Management, dated April 21, 1954 (19 F.R. 2473), as amended, the following-described lands included in the revocation made by Public Land Order No. 1404 of April 3, 1957, are hereby restored to disposition as herein-after indicated:

Cape Greville—Cape Chiniak Area

Beginning at a point on line of mean high tide on the west shore of the Gulf of Alaska, 57°34'08" North Latitude and 152°11'54" West Longitude, as shown on United States Coast and Geodetic Survey Chart No. 8535, December 1935, thence, by metes and bounds, north 8,000 feet to a point; west 7,000 feet approximately to Longitude 152°13' West and the Point of Beginning; thence: west, 28,000 feet to a point; north, 8,470 feet to a point on the line of mean high tide on south shore of Kalsin Bay;

southeasterly, with meanders of Kalsin Bay, Isthmus Bay, and Chiniak Bay to a point on line of mean high tide and Longitude 152°13' west; south, on said Longitude, 7,800 feet to the Point of Beginning.

Excepting therefrom the following:

U.S. Survey No. 3471: All;
U.S. Survey No. 3472: All;
U.S. Survey No. 3473: Lots 1-6, inc., 10-12, inc.

Containing 134.96 acres.

Aggregating 6,522.04 acres.

2. The lands are located from 25 to 35 miles southeasterly of the City of Kodiak on Kodiak Island. They are situated on Cape Chiniak which is the most easterly portion of the island. They are mostly located on bluffs rising 100 feet or more above Chiniak Bay and the Gulf of Alaska. The area is accessible by the Cape Chiniak road, a secondary but all-weather type of road. The terrain is mostly rolling with a gradual rise in elevation to a maximum of about 500 feet. Vegetative cover consists primarily of Bluejoint grass with Sitka Spruce stands limited largely to protected drainage-ways.

3. Pursuant to section 202(b) of the act of July 28, 1956 (70 Stat. 709, 711; U.S.C. 46-3(b)), and subject to the requirements of said acts and applicable regulations in 43 CFR Part 76, the State of Alaska shall be entitled until 10:00 a.m., on May 5, 1961, to a preferred right of selection of the lands except as against prior existing rights, or as against equitable claims subject to allowance and confirmation.

4. The lands are embraced within an existing grazing lease, Anchorage 011391.

5. Inquiries concerning the lands shall be addressed to the Manager, Anchorage Land Office, Cordova Building, Anchorage, Alaska.

L. T. MAIN,
Operations Supervisor.

[F.R. Doc. 61-1126; Filed, Feb. 8, 1961;
8:49 a.m.]

[California No. 614]

CALIFORNIA

Small Tract Classification Order

FEBRUARY 2, 1961.

1. Pursuant to the authority delegated to me by the California State Supervisor, Bureau of Land Management, under Part 11, Document 4, California State Office, dated November 19, 1954 (19 F.R. 7697), I hereby classify the following described public land, totaling approximately 312.49 acres in Yuba County, California, as suitable for title transfer under the Small Tract Act of June 1, 1938 (52 Stat. 609, 43 U.S.C. 682a), as amended:

MOUNT DIABLO MERIDIAN

T. 19 N., R. 6 E.

Sec. 10:

NE $\frac{1}{4}$ NE $\frac{1}{4}$, excluding patented M.S. 5983;
W $\frac{1}{2}$ NE $\frac{1}{4}$ and SE $\frac{1}{4}$ NW $\frac{1}{4}$, excluding patented M.E. 320;
N $\frac{1}{2}$ NW $\frac{1}{4}$, SW $\frac{1}{4}$ NW $\frac{1}{4}$;
Lot 1, excluding patented 0.94 acres in NE $\frac{1}{4}$ portion of Lot 1.

Containing approximately 312.49 acres of which 10 acres are covered by 2 applications from persons entitled to preference under 43 CFR, 257.5(a).

2. Classification of the above-described lands by this order segregates them from all appropriations, including locations under the mining laws, except as to applications under the mineral leasing laws.

3. The lands classified by this order shall not become subject to applications under the Small Tract Act of June 1, 1938 (52 Stat. 609; 43 U.S.C. 682a), as amended, until it is so provided by an order to be issued by an authorized officer, opening the lands to application or bid.

4. All valid applications filed prior to February 2, 1961, will be granted, as soon as possible, the preference right provided for by 43 CFR, 257.5(a).

R. G. SPORLEDER,
Officer-in-Charge, Northern
Field Group, Sacramento 14,
California.

[F.R. Doc. 61-1127; Filed, Feb. 8, 1961;
8:49 a.m.]

ATOMIC ENERGY COMMISSION

[Docket No. 50-83]

UNIVERSITY OF FLORIDA

Notice of Amendment to Facility License

Please take notice that the Atomic Energy Commission has issued to University of Florida, Amendment No. 2, set forth below, to Facility License No. R-56, as requested by application amendments dated December 12 and 21, 1960. Amendment No. 2 revises paragraph 1. in License No. R-56 in order to authorize certain minor modifications in the University's training reactor facility.

The Commission has found that prior public notice of proposed issuance of this amendment is not necessary in the public interest since modification of the facility as proposed does not present any change in the hazards to the health and safety of the public from those previously considered and evaluated in connection with the previously approved operation of the facility.

In accordance with the Commission's rules of practice (10 CFR Part 2) the Commission will direct the holding of a formal hearing on the matter of issuance of the license amendment upon receipt of a request therefor from the licensee or an intervener within 30 days after the issuance of the license amendment. Petitions for leave to intervene and requests for a formal hearing shall be filed by mailing a copy to the Office of the Secretary, Atomic Energy Commission, Washington 25, D.C., or by delivery of a copy in person to the Office of the Secretary, Germantown, Maryland, or the Commission's Public Document Room, 1717 H Street NW., Washington, D.C. For further details see (1) the applications for license amendment dated December 12 and 21, 1960, submitted by University of Florida, and (2)

a hazards analysis prepared by the hazards evaluation staff of the Division of Licensing and Regulation, both on file at the Commission's Public Document Room. A copy of item (2) may be obtained at the AEC's Public Document Room or upon request addressed to the Atomic Energy Commission, Washington 25, D.C., Attention: Director, Division of Licensing and Regulation.

Dated at Germantown, Md., this 2d day of February 1961.

For the Atomic Energy Commission.

R. L. KIRK,
Deputy Director, Division of
Licensing and Regulation.

[License No. R-56; Amdt. 2]

Paragraph 1. of Facility License No. R-56, as amended, is hereby amended to read as follows:

1. This license applies to the Argonaut type graphite moderated and reflected light water cooled, nuclear reactor (hereinafter referred to as "the reactor") which is owned by the applicant and located at Gainesville, in Alachua County, Florida, and described in the application dated August 20, 1957, the amendment thereto dated May 26, 1958, two amendments thereto both dated November 12, 1958, amendments thereto dated February 10 and 13, 1959, application amendment affirmed October 3, 1960, and amendments thereto dated December 12 and 21, 1960 (hereinafter collectively referred to as "the application") and is made subject to the conditions and limitations contained therein.

Date of issuance: Feb. 2, 1961.

For the Atomic Energy Commission.

R. L. KIRK,
Deputy Director,
Division of Licensing and Regulation.

[F.R. Doc. 61-1097; Filed, Feb. 8, 1961;
8:45 a.m.]

CIVIL AERONAUTICS BOARD

[Docket No. 10946]

SPECIFIC COMMODITY RATES

Agreements Adopted by Traffic Conference of the International Air Transport Association

There have been filed with the Board, pursuant to section 412(a) of the Federal Aviation Act of 1958 (the Act) and Part 261 of the Board's Economic Regulations, agreements between various air carriers, foreign air carriers, and other carriers, embodied in the resolutions of Traffic Conference 1 and Joint Conference 1-2 of the International Air Transport Association (IATA), adopted pursuant to the provisions of Resolution 590—Commodity Rates Board.

The agreements cancel specific commodity rates within the Western Hemisphere to/from Cuba and name an additional rate from Athens to New York.

The Board, acting pursuant to sections 102, 204(a) and 412 of the Act, does not find the subject agreements, which incorporate the following IATA Memoranda, to be adverse to the public interest or in violation of the Act, provided that approval thereof is conditioned as hereinafter ordered.

C.A.B. agreement

IATA memoranda

14827, R-9

TC1/Rates 1152

14358, R-31

JT12/Rates 2542

Accordingly, it is ordered, That:

1. Agreement C.A.B. 14827, R-9, is approved.

2. Agreement C.A.B. 14358, R-31, is approved, provided that such approval shall not necessarily constitute approval for purposes of tariff publication.

3. Any air carrier party to the agreement or any interested person, may, within 15 days from the date hereof, submit statements in writing, containing reasons deemed appropriate together with supporting data, in support of or in opposition to the Board's action herein. An original and nineteen copies of the statements should be filed with the Board's Docket Section. The Board may, upon consideration of any such statements filed, modify or rescind its action by subsequent order.

This order shall be published in the FEDERAL REGISTER.

By the Civil Aeronautics Board.

[SEAL]

ROBERT C. LESTER,
Secretary.

[F.R. Doc. 61-1124; Filed, Feb. 8, 1961;
8:49 a.m.]

SPECIFIC COMMODITY RATES

Agreement Adopted by Traffic Conference of the International Air Transport Association

[Docket No. 10946]

There has been filed with the Board, pursuant to section 412(a) of the Federal Aviation Act of 1958 (the Act) and Part 261 of the Board's Economic Regulations, an agreement between various air carriers, foreign air carriers, and other carriers, embodied in the resolutions of Traffic Conference 1 of the International Air Transport Association (IATA). The agreement was adopted at the fourteenth meeting of the Traffic Conference 1 Commodity Rates Board held on December 6 and 7, 1960, and has been assigned the above designated C.A.B. Agreement number.

The agreement (1) extends the validity of rates currently in effect pursuant to unprotected cable notices to the carriers, (2) names additional rates under currently effective commodity descriptions, (3) cancels a limited number of rates, and (4) proposes amendments in certain existing descriptions. In addition, the carriers amended their rules of procedure so as to provide that any specific commodity rate filed to/from Panama City will be applicable to/from Balboa, except insofar as rates between Balboa and other United States points are concerned.

In the past, the Board disclaimed jurisdiction over agreements relating to commodity rates to/from Panama City, other than to/from United States points, since by terms of the pertinent enabling resolution, combination thereof with rates to and from the United States has been precluded. By virtue of the above-described amendment all such agreements will, in the future, affect air trans-

portation as defined by the Act since they will automatically apply to Balboa which is under the jurisdiction of the United States. It is pointed out, therefore, that under the terms of the conditions presently attached to the Board's approval of Resolution 590¹ all commodity rates to/from Panama City must be filed with the Board under section 412 of the Act and approved by the Board prior to being placed in effect.

In addition, the Board's approval of the agreement will be conditioned so as to insure publication of all specific commodity rates here involved in the carriers' tariffs in a proper manner.

The Board, acting pursuant to sections 102, 204(a), and 412 of the Act, does not find Agreement C.A.B. 14827 to be adverse to the public interest or in violation of the Act, provided that approval thereof shall be subject to the condition hereinafter ordered.

Accordingly, it is ordered, That:

1. Agreement C.A.B. 14827 is approved, provided that such approval shall not necessarily constitute approval of any specific commodity description contained therein for purposes of tariff publication.

2. Any air carrier party to the agreement or any interested person, may, within 15 days from the date hereof, submit statements in writing containing reasons deemed appropriate, together with supporting material, in support of or in opposition to the Board's action herein. An original and nineteen copies of such statements should be filed with the Board's Docket Section. The Board may, upon consideration of any such statements filed, modify or rescind its action herein by subsequent order.

This order shall be published in the FEDERAL REGISTER.

By the Civil Aeronautics Board

[SEAL]

ROBERT C. LESTER,
Secretary.

[F.R. Doc. 61-1125; Filed, Feb. 8, 1961;
8:49 a.m.]

FEDERAL AVIATION AGENCY

[OE Docket No. 61-FW-2]

CONSTRUCTION OF RADIO ANTENNA STRUCTURES

No Airspace Objection

The Federal Aviation Agency has circularized the following proposals to the aviation industry for comment and has conducted aeronautical studies to determine their effect upon the utilization of airspace:

1. The Abbeville Radio, Inc., proposes to erect a radio antenna structure to be located near Abbeville, Alabama, at latitude 31°35'17" north, longitude 85°16'51" west. The overall height of the structure would be 674 feet above mean sea level (206 feet above ground level).

2. The Columbus Broadcasting Company proposes to erect a radio antenna structure to be located in Columbus, Georgia, at latitude 32°28'20" north,

longitude 84°58'26" west. The overall height of the structure would be 475 feet above mean sea level (180 feet above ground level).

3. The Southern Railway System proposes to erect a radio antenna structure to be located at Mt. Alto, Georgia, at latitude 34°13'59" north, longitude 85°14'02" west. The overall height of the structure would be 1,761 feet above mean sea level (280 feet above ground level).

4. The Mike Hicks Tools and Cementing, Inc., proposes to erect a radio antenna structure to be located near Crowley, Louisiana, at latitude 30°12'00" north, longitude 92°23'10" west. The overall height of the structure would be 372 feet above mean sea level (350 feet above ground level).

No substantial aeronautical objections were received as a result of the circularizations. The aeronautical studies by the Agency revealed that the proposed structures would have no adverse effect upon aeronautical operations, procedures or minimum flight altitudes.

Therefore, I find that these proposed structures, at the locations and mean sea level elevations specified herein, would have no adverse effect upon aeronautical operations, procedures or minimum flight altitudes and conclude that no objection from an airspace utilization standpoint be interposed by the Agency, provided that each structure will be obstruction marked and lighted in accordance with presently applicable standards.

This finding will be effective upon the date of its publication in the FEDERAL REGISTER.

Issued in Washington, D.C., on February 3, 1961.

JAMES T. PYLE,
Acting Administrator.

[F.R. Doc. 61-1098; Filed, Feb. 8, 1961;
8:45 a.m.]

[OE Docket No. 61-FW-4]

CONSTRUCTION OF RADIO TOWERS

No Airspace Objection

The Federal Aviation Agency has circularized the following proposals to the aviation industry for comment and has conducted aeronautical studies to determine their effect upon the utilization of airspace:

1. The State of Oklahoma, Department of Highways, proposes to erect a radio antenna structure to be located near Turley, Oklahoma at latitude 36°15'12" north, longitude 95°59'14" west. The overall height of the structure would be 1120 feet above mean sea level (170 feet above ground level).

2. The State of Oklahoma, Department of Highways, proposes to erect a radio antenna structure to be located near Cushing, Oklahoma, at latitude 35°58'10" north, longitude 96°47'15" west. The overall height of the structure would be 1218 feet above mean sea level (150 feet above ground level).

No substantial aeronautical objections were received as a result of the circularizations. The aeronautical studies by the

Agency revealed that the proposed structures would have no adverse effect upon aeronautical operations, procedures or minimum flight altitudes.

Therefore, I find that these proposed structures, at the locations and mean sea level elevations specified herein, would have no adverse effect upon aeronautical operations, procedures or minimum flight altitudes and conclude that no objection from an airspace utilization standpoint be interposed by the Agency, provided that each structure will be obstruction marked and lighted in accordance with presently applicable standards.

This finding will be effective upon the date of its publication in the FEDERAL REGISTER.

Issued in Washington, D.C., on February 2, 1961.

JAMES T. PYLE,
Acting Administrator.

[F.R. Doc. 61-1100; Filed, Feb. 8, 1961;
8:45 a.m.]

[OE Docket No. 61-KC-1]

CONSTRUCTION OF RADIO ANTENNA STRUCTURES

No Airspace Objection

The Federal Aviation Agency has circularized the following proposal to the aviation industry for comment and has conducted an aeronautical study to determine its effect upon the utilization of airspace: Beacon Broadcasting Company, Milwaukee, Wisconsin, proposes to erect three equal height radio antenna structures, spaced 404 feet apart, near Grafton, Wisconsin, at latitude 43°21'43" north, longitude 87°59'53" west. The overall height of the structures would be 1131 feet above mean sea level (249 feet above ground).

Aeronautical objections were received, as a result of the circularization on the basis of possible interference with potential expansion of the Grob Airport, Grafton, Wisconsin, to the north toward the proposed antenna structure array. The aeronautical study by the Agency failed to reveal any definitive plans for such expansion, and did reveal that the proposed structures would have no adverse effect upon aeronautical operations, procedures or minimum flight altitudes.

Therefore, I find that these proposed structures would have no adverse effect upon aeronautical operations, procedures or minimum flight altitudes and conclude that no objection from an airspace utilization standpoint be interposed by the Agency, provided that each structure will be obstruction marked and lighted in accordance with presently applicable standards.

This finding will be effective upon the date of its publication in the FEDERAL REGISTER.

Issued in Washington, D.C., on February 3, 1961.

JAMES T. PYLE,
Acting Administrator.

[F.R. Doc. 61-1099; Filed, Feb. 8, 1961;
8:45 a.m.]

¹ Order E-12305 of March 31, 1958.

[OE Docket No. 60-FW-2]

CONSTRUCTION OF RADIO ANTENNA STRUCTURES**No Airspace Objection**

The Federal Aviation Agency has circularized the following proposals to the aviation industry for comment and has conducted aeronautical studies to determine their effect upon the utilization of airspace:

1. The World Christian Radio Foundation, Inc., proposes to erect an FM radio tower near Park Blvd., Pinellas, Florida, at latitude 27°51'26" north, longitude 82°46'10" west. The overall height of the structure would be 503 feet above ground (513 feet MSL).

2. The Southern Bell Telephone & Telegraph Company proposes to erect a microwave radio tower at Columbus, Miss., at latitude 33°35'33" north, longitude 88°26'44" west. The overall height of the structure would be 205 feet above ground (405.4 feet MSL).

3. The Givens Construction Company, Inc., proposes to erect a radio tower at Opelousas, Louisiana, at latitude 30°31'10" north, longitude 92°06'45" west. The overall height of the structure would be 210 feet above ground (280 feet MSL).

No substantial aeronautical objections were received as a result of the circularization. The aeronautical studies revealed that the proposed structures would have no adverse effect upon aeronautical operations, procedures or minimum flight altitudes.

Therefore, I find that these proposed structures would have no adverse effect upon aeronautical operations, procedures or minimum flight altitudes and conclude that no objection from an airspace utilization standpoint be interposed by the Agency, provided that each structure will be obstruction marked and lighted in accordance with presently applicable standards.

This finding will be effective upon the date of its publication in the *FEDERAL REGISTER*.

Issued in Washington, D.C., on February 3, 1961.

JAMES T. PYLE,
Acting Administrator.

[F.R. Doc. 61-1114; Filed, Feb. 8, 1961; 8:47 a.m.]

[OE Docket No. 61-NY-1]

CONSTRUCTION OF RADIO ANTENNA STRUCTURE**No Airspace Objection**

The Federal Aviation Agency has circularized the following proposal to the aviation industry for comment and has conducted an aeronautical study to determine its effect upon the utilization of airspace: The U.S. Coast Guard proposes to erect a Loran-C antenna structure to be located on Nantucket Island, Mass., at latitude 41°15'16" north, longitude 69°58'33" west. The overall height of the structure would be 640 feet above mean sea level (625 feet above ground). This proposal in effect is a relocation of

an existing Loran-C antenna structure located on Martha's Vineyard Island, Mass., at latitude 41°19'59" north, longitude 70°48'45" west with an overall height of 700 feet MSL.

Aeronautical objections were received as a result of the circularization based on the following factors:

1. The proposed structure would be located within the control zone established for Nantucket Airport.

2. The proposed structure would exceed existing airport obstruction criteria.

3. The proposed structure would adversely affect low visibility Visual Flight Rules air traffic activity at Nantucket Airport.

The aeronautical study by the Agency determined that the effect of the proposed structure on the utilization of airspace would be as follows:

1. It would require an increase in the procedure turn altitude from 1,300 feet above mean sea level to 1,600 feet above mean sea level of the Standard Instrument approach utilizing the Nantucket, Mass., VOR. However, the study disclosed that this increase in procedure turn altitude would not require aircraft executing this instrument approach to exceed a safe rate of descent.

2. It would require an increase in the holding pattern altitude over the Nantucket VOR from 1,500 feet above mean sea level to 1,600 feet above mean sea level. However, the study revealed that this increase in holding pattern altitude would have no substantial adverse effect upon aeronautical operations.

3. It would require an increase from 1,500 feet above mean sea level to 1,600 feet above mean sea level in the Instrument Flight Rules minimum en route altitude on the segment of VOR Federal airway No. 141 between the Nantucket VOR and the Hyannis, Mass., VOR. However, the study disclosed that this increase in minimum en route altitude would have no substantial adverse effect upon aeronautical operations as the primarily important "cardinal" altitude of 2,000 feet above mean sea level would be retained.

4. It would require an increase from 1,500 feet above mean sea level to 1,600 feet above mean sea level in the Instrument Flight Rules minimum obstruction clearance altitude on the segment of VOR Federal airways Nos. 30 and 46 between the Nantucket VOR and Jersey intersection. However, the study revealed that this increase in minimum obstruction clearance altitude would have no substantial adverse effect upon aeronautical operations as the minimum en route altitude on the airway segment is 2,000 feet above mean sea level and there is no operational requirement to utilize the lower minimum obstruction clearance altitude.

5. It would be located 4.37 statute miles east of the Nantucket Memorial Airport and would penetrate the inner conical surface of the "Joint Industry Government Tall Structures Committee Final Report" criteria by 197 feet. This criteria is not limiting in nature but requires aeronautical study of such cases. In this instance, the aeronautical study discloses no substantial adverse

effect upon Visual Flight Rules air traffic operations.

Therefore, I find that this proposed structure at the location and mean sea level elevation specified herein, would have no substantial adverse effect upon aeronautical operations, procedures or minimum flight altitudes and conclude that no objection thereto from an airspace utilization standpoint be interposed by the Agency, provided that the structure will be obstruction marked and lighted in accordance with applicable rules and standards and provided that the existing antenna tower structure at a height of 700 feet above mean sea level located at latitude 41°19'59" north, longitude 70°48'45" west be dismantled within 90 days after transmission is commenced from the new tower.

This finding will be effective upon the date of its publication in the *FEDERAL REGISTER*.

Issued in Washington, D.C., on February 3, 1961.

JAMES T. PYLE,
Acting Administrator.

[F.R. Doc. 61-1115; Filed, Feb. 8, 1961; 8:47 a.m.]

FEDERAL POWER COMMISSION

[File No. G-12153 etc.]

NORTHERN NATURAL GAS CO. AND PERMIAN BASIN PIPELINE CO.**Order Amending Order Establishing Date of Hearing**

FEBRUARY 2, 1961.

Northern Natural Gas Company, Docket Nos. G-12153, G-15335; Permian Basin Pipeline Company, Docket No. G-15336.

On January 19, 1961, the Commission issued an order requiring Northern Natural Gas Company (Northern) and Permian Basin Pipeline Company (Permian) to serve their rebuttal evidence on all parties to these proceedings on or before February 10, 1961, and ordered the hearing to reconvene on February 20, 1961.

Thereafter, on January 27, 1961, Northern and Permian filed a joint motion to amend the Commission's order issued January 19, 1961, to provide that the hearing in the above-entitled proceedings reconvene on February 27, 1961, and that Northern and Permian be permitted to serve their rebuttal evidence on all parties to these proceedings on or before February 17, 1961.

Northern and Permian, in support of their joint motion, state that their counsel must appear in the United States Court of Appeals, Third Circuit, at Philadelphia, Pennsylvania, on February 20, 1961, to present oral arguments in the case of Northern Natural Gas Company, et. al. v. F.P.C., No. 13317. In addition, numerous customer companies who are interveners in these proceedings are likewise involved in the above-mentioned case.

The Commission finds: Good cause has been shown for amending the Commis-

sion's order issued herein on January 19, 1961, to provide that the hearing in these proceedings be reconvened on February 27, 1961, and to permit Northern and Permian to serve their rebuttal evidence on all parties on or before February 17, 1961.

The Commission orders: Northern and Permian shall serve their rebuttal evidence on all parties to these proceedings on or before February 17, 1961, and the hearing shall reconvene on February 27, 1961.

By the Commission.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 61-1103; Filed, Feb. 8, 1961;
8:45 a.m.]

[Project No. 2290]

SOUTHERN CALIFORNIA EDISON CO.

Application for License

FEBRUARY 2, 1961.

Public notice is hereby given that application has been filed under the Federal Power Act (16 U.S.C. 791a-825r) by Southern California Edison Company, 601 West 5th Street, Los Angeles, California, for license for constructed Project No. 2290, located on Kern River, Salmon Creek and Corral Creek in Kern and Tulare Counties, California, in the vicinity of Bakersfield, Bodfish, Isabella, Kernville, and Weldon, California, and affecting lands of the United States within Sequoia National Forest.

The project, known as Kern River No. 3, consists of an overflow concrete gravity dam across Kern River, 26 feet high and 270 feet long, with a fish ladder; a main conduit extending 68,515 feet to a forebay above the powerhouse and consisting of a concrete sand box 449 feet long, 3,862 feet of covered and 1,705 feet of open concrete flume, 60,171 feet of concrete lined tunnel, a 45-foot long concrete spillway section at the siphon inlet, a 1,143 foot steel pile siphon and 1,140 feet of reinforced concrete pipe; two steel penstocks each 2,511 feet long from the forebay to the powerhouse; a small concrete dam on Salmon Creek, 60 feet long and 5 feet high, a steel pipe 228 feet long from Salmon Creek Dam to the main conduit; a small concrete dam on Corral Creek, 36 feet long and 6 feet high, a steel pipe 904 feet long from Corral Creek Dam to the main conduit; a powerhouse on the Kern River containing two Pelton reaction turbines of 25,000 horsepower each, connected to generators of 16,000 kilowatts each, a 66 KV double circuit transmission line about 44.5 miles long from the powerhouse to the Vestal Substation; a 66 KV single circuit transmission line about 17.25 miles long from the powerhouse to the Borel Powerhouse; a telephone line between the powerhouse and intake works with superimposed alarm and telemark circuits; a multicircuit control and power line between the powerhouse and forebay; access roads; operators village; and appurtenant electrical and mechanical equipment.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington 25, D.C., in accordance with the rules of practice and procedure of the Commission (18 CFR 1.8 or 1.10). The last day upon which protests or petitions may be filed is March 20, 1961. The application is on file with the Commission for public inspection.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 61-1104; Filed, Feb. 8, 1961;
8:46 a.m.]

SECURITIES AND EXCHANGE COMMISSION

[File No. 1-4252]

UNITED INDUSTRIAL CORP.

Order Summarily Suspending Trading

FEBRUARY 3, 1961.

In the matter of trading on the American Stock Exchange, the Detroit Stock Exchange, the New York Stock Exchange, and the Pacific Coast Stock Exchange in common stock, \$1 par value, series A convertible preferred stock, \$8.50 par value, warrants to purchase common stock of United Industrial Corporation (Delaware), File No. 1-4252.

The Common Stock, \$1 par value of United Industrial Corporation (Delaware) being listed and registered on the New York Stock Exchange and the Pacific Coast Stock Exchange, and admitted to unlisted trading privileges on the Detroit Stock Exchange; and

The Series A Convertible Preferred Stock \$8.50 par value of United Industrial Corporation (Delaware) being listed and registered on the New York Stock Exchange and the Pacific Coast Stock Exchange; and

The Warrants to Purchase Common Stock of United Industrial Corporation (Delaware) being listed and registered on the American Stock Exchange and the Pacific Coast Stock Exchange; and

The Commission being of the opinion that the public interest requires the summary suspension of trading in each such security on such Exchanges and that such action is necessary and appropriate for the protection of investors; and

The Commission being of the opinion further that such suspensions are necessary in order to prevent fraudulent, deceptive or manipulative acts or practices, with the result that it will be unlawful under section 15(c)(2) of the Securities Exchange Act of 1934 and the Commission's rule 15c2-2 thereunder for any broker or dealer to make use of the mails or of any means or instrumentality of interstate commerce to effect any transaction in, or to induce or attempt to induce the purchase or sale of any of such securities, otherwise than on a national securities exchange;

It is ordered, Pursuant to section 19 (a)(4) of the Securities Exchange Act of 1934 that trading in said securities on

the American Stock Exchange, the New York Stock Exchange, the Detroit Stock Exchange, and the Pacific Coast Stock Exchange be summarily suspended in order to prevent fraudulent, deceptive or manipulative acts or practices, this order to be effective for a period of ten (10) days, February 5, 1961, to February 14, 1961, both dates inclusive.

By the Commission.

[SEAL]

ORVAL L. DUBOIS,
Secretary.

[F.R. Doc. 61-1113; Filed, Feb. 8, 1961;
8:47 a.m.]

DEPARTMENT OF LABOR

Office of the Secretary

PUERTO RICO EMPLOYMENT SECURITY LAW

Approval

The Commonwealth of Puerto Rico submitted on December 30, 1960, its unemployment compensation law, entitled the Puerto Rico Employment Security Act, for approval under section 3304(a) of the Federal Unemployment Tax Act (68A Stat. 443, 26 U.S.C. (I.R.C. 1954) 3304(a)), as amended by the Social Security Amendments of 1960 (sec. 543(b), 74 Stat. 924).

Pursuant to the aforesaid section 3304(a) of the Federal Unemployment Tax Act, I have examined the Puerto Rican Act, and find that, among others, it contains the following provisions:

(1) All compensation is to be paid through public employment offices.

(2) No compensation is payable with respect to any day of unemployment occurring before January 1, 1959.

(3) All money received in the unemployment fund shall (except for sums erroneously paid into such fund and except for refunds paid in accordance with the provisions of section 3305(b) of the Federal Unemployment Tax Act) immediately upon such receipt be paid over to the Secretary of the Treasury to the credit of the Unemployment Trust Fund established by section 904 of the Social Security Act (49 Stat. 640; 52 Stat. 1104, 1105; 42 U.S.C. 1104).

(4) All money withdrawn from the unemployment fund shall be used solely in the payment of unemployment compensation, exclusive of expenses of administration, and for refunds of sums erroneously paid into such fund and refunds paid in accordance with the provisions of section 3305(b); except that—

(a) An amount equal to the amount of employee payments into the unemployment fund of a State may be used in the payment of cash benefits to individuals with respect to their disability, exclusive of expenses of administration; and

(b) The amounts specified by section 903(c)(2) of the Social Security Act may, subject to the conditions prescribed in such section, be used for expenses incurred by the State for administration of its unemployment compensation law and public employment offices.

(5) Compensation shall not be denied to any otherwise eligible individual for refusing to accept new work under any of the following conditions:

(a) If the position offered is vacant due directly to a strike, lockout, or other labor dispute;

(b) If the wages, hours, or other conditions of the work offered are substantially less favorable to the individual than those prevailing for similar work in the locality;

(c) If as a condition of being employed the individual would be required to join a company union or to resign from or refrain from joining any bona fide labor organization.

(6) All rights, privileges, or immunities conferred by such law or by acts done pursuant thereto exist subject to the power of the legislature to amend or repeal such law at any time.

(7) On or before February 1, 1961, there be paid over to the Secretary of the Treasury, for credit to the Puerto Rico account in the Unemployment Trust Fund, an amount equal to the excess of—

(a) The aggregate of the moneys received in the Puerto Rico unemployment fund before January 1, 1961, over

(b) The aggregate of the moneys paid for such fund before January 1, 1961, as unemployment compensation or as refunds of contributions erroneously paid.

(8) The Puerto Rico Employment Security Law was in effect and included such provisions on January 1, 1961.

In view of the foregoing findings, I hereby approve the Puerto Rico Employment Security Act under subsection (a) of section 3304 of the Federal Unemployment Tax Act; subject, however, to the provisions of subsections (c) and (d) of that section.

Signed at Washington, D.C., this 19th day of January 1961.

JAMES P. MITCHELL,
Secretary of Labor.

[F.R. Doc. 61-1112; Filed, Feb. 8, 1961; 8:47 a.m.]

Wage and Hour Division

CERTIFICATES AUTHORIZING THE EMPLOYMENT OF LEARNERS AT SPECIAL MINIMUM RATES

Notice is hereby given that pursuant to section 14 of the Fair Labor Standards Act of 1938 (52 Stat. 1060, as amended, 29 U.S.C. 201 et seq.), the regulations on employment of learners (29 CFR Part 522), and Administrative Order No. 524 (24 F.R. 9274) the firms listed in this notice have been issued special certificates authorizing the employment of learners at hourly wage rates lower than the minimum wage rates otherwise applicable under section 6 of the Act. The effective and expiration dates, occupations, wage rates, number or proportion of learners, learning periods, and the principal product manufactured by the employer for certificates issued under general learner regulations (§§ 522.1 to 522.11) are as indicated below. Conditions provided in certificates

issued under special industry regulations are as established in these regulations.

Apparel Industry Learner Regulations (29 CFR 522.1 to 522.11, as amended, and 29 CFR 522.20 to 522.24, as amended).

The following learner certificates were issued authorizing the employment of 10 percent of the total number of factory production workers for normal labor turnover purposes. The effective and expiration dates are indicated.

Benjamin and Johns, Inc., 410 Ashe Avenue, Dunn, N.C.; effective 1-18-61 to 1-17-62 (foundations).

Big-Dad Manufacturing Co., Inc., Starke, Fla.; effective 1-23-61 to 1-22-62 (work pants).

Calloway Manufacturing Co., Second and Poplar Streets, Murray, Ky.; effective 1-21-61 to 1-20-62 (men's and boys' cotton work trousers).

Cluett, Peabody and Co., Inc., Lewiston, Pa.; effective 2-1-61 to 1-31-62 (men's sport shirts).

Colshire Manufacturing Co., Inc., Morgantown, W. Va.; effective 2-1-61 to 1-31-62 (men's pajamas).

The Enro Shirt Co., 133 Center Street, Madisonville, Ky.; effective 2-1-61 to 1-31-62 (men's sport shirts).

Hebron Pants Factory, Hebron, Md.; effective 2-4-61 to 2-3-62 (men's work pants).

Huggins Garment Co., Donalds, S.C.; effective 1-29-61 to 1-28-62 (men's sport shirts).

Huggins Garment Co., Inc., Due West, S.C.; effective 1-26-61 to 1-25-62 (men's sport shirts).

Powellville Pants Factory, Powellville, Md.; effective 1-27-61 to 1-26-62 (men's and boys' work pants).

Publix Shirt Corp., Hazleton, Pa.; effective 1-30-61 to 1-29-62 (men's and boys' dress and sport shirts).

Ro-Joan Sportswear, Inc., Lincolnton, Ga.; effective 1-16-61 to 1-15-62 (women's and children's sportswear; men's raincoats).

Soperton Manufacturing Co., Soperton, Ga.; effective 1-29-61 to 1-28-62 (men's sport shirts).

Sturgis Clothing Co., Sixth and Main Streets, Sturgis, Ky.; effective 2-1-61 to 1-31-62. Learners may not be engaged at special minimum wage rates in the manufacture of men's topcoat interlinings (men's single pants).

Summerville Dress Co., Inc., Summerville, S.C.; effective 1-19-61 to 1-18-62 (children's dresses).

The following learner certificates were issued for normal labor turnover purposes. The effective and expiration dates and the number of learners authorized are indicated.

City Shirt Co., 19-21 West Vine Street, Mahanoy City, Pa.; effective 2-1-61 to 1-31-62; 10 learners (men's dress, sport and uniform shirts).

Eileen Hope, Inc., Liverpool, Pa.; effective 1-19-61 to 1-18-62; 10 learners (women's cotton dresses).

Solomon Bros. Co., Thomaston, Ala.; effective 1-23-61 to 1-22-62; 10 learners (men's sport shirts).

Willards Shirt Co., Willards, Md.; effective 1-29-61 to 1-28-62; 10 learners (men's work shirts and pants).

The following learner certificates were issued for plant expansion purposes. The effective and expiration dates and the number of learners authorized are indicated.

Oonslow Garment Industries, Jacksonville, N.C.; effective 1-17-61 to 7-16-61; 30 learners

(ladies' and children's slacks, pedal pushers, and Jamaica shorts).

So-Rite Lingerie, Bright Building, Keyser, W. Va.; effective 1-17-61 to 7-16-61; 10 learners (ladies' pajamas and dusters).

Hosiery Industry Learner Regulations (29 CFR 522.1 to 522.11, as amended, and 29 CFR 522.40 to 522.44, as amended).

Auburn Hosiery Mills, Inc., No. 2, Adairville, Ky.; effective 1-19-61 to 7-18-61; five learners for plant expansion purposes (full-fashioned).

Barber Hosiery Mills, Inc., 1078 South Main Street, Mt. Airy, N.C.; effective 2-2-61 to 2-1-62; 5 percent of the total number of factory production workers for normal labor turnover purposes (seamless).

Belmont Hosiery Mills, Inc., Belmont, N.C.; effective 2-1-61 to 1-31-62; 5 percent of the total number of factory production workers for normal labor turnover purposes (seamless).

Durham Hosiery Mills, Plant No. 14—109 South Corcoran Street, Durham, N.C.; effective 1-25-61 to 1-24-62; 5 percent of the total number of factory production workers for normal labor turnover purposes (full-fashioned and seamless).

Van Raalte Co., Inc., Blue Ridge, Ga.; effective 1-25-61 to 1-24-62; 5 percent of the total number of factory production workers for normal labor turnover purposes (seamless).

Knitted Wear Industry Learner Regulations (29 CFR 522.1 to 522.11, as amended, and 29 CFR 522.30 to 522.35, as amended).

Royal Manufacturing Co., Inc., Crawfordville, Ga.; effective 2-7-61 to 2-6-62; five learners for normal labor turnover purposes (men's and boys' drawers and cotton shorts).

Each learner certificate has been issued upon the representations of the employer which, among other things, were that employment of learners at subminimum rates is necessary in order to prevent curtailment of opportunities for employment, and that experienced workers for the learner occupations are not available. The certificates may be annulled or withdrawn, as indicated therein, in the manner provided in Part 528 of Title 29 of the Code of Federal Regulations. Any person aggrieved by the issuance of any of these certificates may seek a review or reconsideration thereof within fifteen days after publication of this notice in the FEDERAL REGISTER pursuant to the provisions of 29 CFR 522.9.

Signed at Washington, D.C., this 27th day of January 1961.

ROBERT G. GRONEWALD,
Authorized Representative
of the Administrator.

[F.R. Doc. 61-1110; Filed, Feb. 8, 1961; 8:46 a.m.]

CERTIFICATES AUTHORIZING THE EMPLOYMENT OF LEARNERS AT SPECIAL MINIMUM RATES

Notice is hereby given that pursuant to section 14 of the Fair Labor Standards Act of 1938 (52 Stat. 1060, as amended, 29 U.S.C. 201 et seq.), the regulations on employment of learners (29 CFR Part 522), and Administrative Order No. 524 (24 F.R. 9274), the firms listed in this notice have been issued special certi-

cates authorizing the employment of learners at hourly wage rates lower than the minimum wage rates otherwise applicable under section 6 of the Act. The effective and expiration dates, occupations, wage rates, number or proportion of learners, learning periods, and the principal product manufactured by the employer for certificates issued under general learner regulations (§§ 522.1 to 522.11) are as indicated below. Conditions provided in certificates issued under special industry regulations are as established in these regulations.

Apparel Industry Learner Regulations (29 CFR 522.1 to 522.11, as amended, and 29 CFR 522.20 to 522.24, as amended).

The following learner certificates were issued authorizing the employment of 10 percent of the total number of factory production workers for normal labor turnover purposes. The effective and expiration dates are indicated.

Alma Dress Co., Inc., 207-211 South Main Street, Shenandoah, Pa.; effective 1-10-61 to 1-9-62 (dresses).

Archbald Sewing Co., 140 Cherry Street, Archbald, Pa.; effective 1-21-61 to 1-20-62 (children's dresses).

Biltmore Manufacturing Co., Inc., Sweeten Creek Road, Biltmore, N.C.; effective 1-11-61 to 1-10-62. Learners may not be engaged at special minimum wage rates in the production of separate skirts (women's dungarees, pedal pushers, etc.).

Blue Bell, Inc., 626 South Elm Street, W. Lee and Fuller Streets, Greensboro, N.C., and Banks and Taylor Streets, Stokesdale, N.C.; effective 1-21-61 to 1-20-62. Learners may not be engaged at special minimum wage rates in the production of separate skirts (misses', girls' and kiddies shorts, pedal pushers and slacks).

Campus Shirt Co., 130 East South Street, Barnesville, Ohio; effective 1-23-61 to 1-22-62 (men's and boys' sport shirts).

Cowden Manufacturing Co., Stanford, Ky.; effective 1-19-61 to 1-18-62 (men's and boys' cotton denim dungarees).

Donlin Sportswear, Inc., New Tazewell, Tenn.; effective 1-17-61 to 1-16-62 (men's sport shirts).

Elder Manufacturing Co., McLeansboro, Ill.; effective 1-16-61 to 1-15-62 (men's and boys' shirts).

The H. D. Lee Co., Inc., 600 East State Street, Trenton, N.J.; effective 1-13-61 to 1-12-62 (men's work clothing).

Lorrie Lee Fashions, Inc., 92 South Empire Street, Wilkes-Barre, Pa.; effective 1-13-61 to 1-12-62 (women's dresses).

Martin Manufacturing Co., Inc., 202 Broadway, Martin, Tenn.; effective 1-11-61 to 1-10-62 (men's shirts and jackets).

Mount Airy Pants Factory, Mount Airy, Md.; effective 1-23-61 to 1-22-62 (men's work pants).

Smith Bros. Manufacturing Co., St. Joseph, Mo.; effective 1-23-61 to 1-22-62 (overalls, coveralls, dungarees, and jackets).

H. B. Spont Co., 12-18 East Coal Street, Shenandoah, Pa.; effective 1-30-61 to 1-29-62 (ladies' carcoats and sportswear).

The following learner certificates were issued for normal labor turnover purposes. The effective and expiration dates

and the number of learners authorized are indicated.

Devil Dog Manufacturing Co., Inc., Middlesex, N.C.; effective 1-12-61 to 1-11-62; 10 learners (ladies' and children's sportswear).

G & M Sportswear, Inc., Washington and Bower Streets, Shenandoah, Pa.; effective 1-16-61 to 1-15-62; six learners (ladies' dresses).

Smith Bros. Manufacturing Co., Lamar, Mo.; effective 1-23-61 to 1-22-62; 10 learners (men's and boys' dungarees and men's work jackets).

The following learner certificates were issued for plant expansion purposes. The effective and expiration dates and the number of learners authorized are indicated.

McAdoo Manufacturing Co., Inc., S. Hancock Street, McAdoo, Pa.; effective 1-12-61 to 7-11-61; 60 learners (men's and children's polo shirts).

Wallace Sewing Co., Wallace, N.C.; effective 1-16-61 to 7-15-61; 45 learners (women's and children's sportswear).

Cigar Industry Learner Regulations (29 CFR 522.1 to 522.11, as amended, and 29 CFR 522.80 to 522.85, as amended).

Bayuk Cigars, Inc., Morgan Street, Selma, Ala.; effective 1-20-61 to 1-19-62; 10 percent of the total number of factory production workers for normal labor turnover purposes.

Glove Industry Learner Regulations (29 CFR 522.1 to 522.11, as amended, and 29 CFR 522.60 to 522.66, as amended).

Indianapolis Glove Co., Inc., Mt. Ida, Ark.; effective 1-22-61 to 1-21-62; 10 percent of the total number of machine stitchers for normal labor turnover purposes (work gloves).

Hosiery Industry Learner Regulations (29 CFR 522.1 to 522.11, as amended, and 29 CFR 522.40 to 522.44, as amended).

Grenada Industries, Inc., Grenada, Miss.; effective 1-25-61 to 1-24-62; 5 percent of the total number of factory production workers for normal labor turnover purposes (full-fashioned and seamless).

Knitted Wear Industry Learner Regulations (29 CFR 522.1 to 522.11, as amended, and 29 CFR 522.30 to 522.35, as amended).

Kingsboro Mills, Inc., Lafayette, Tenn.; effective 1-16-61 to 1-15-62; 5 percent of the total number of factory production workers for normal labor turnover purposes (ladies' lingerie).

Shoe Industry Learner Regulations (29 CFR 522.1 to 522.11, as amended, and 29 CFR 522.50 to 522.55, as amended).

International Shoe Co., Eldon, Mo.; effective 1-10-61 to 1-9-62; 10 percent of the total number of factory production workers for normal labor turnover purposes (boys' leather welt shoes).

Regulations Applicable to the Employment of Learners (29 CFR 522.1 to 522.11, as amended).

The following learner certificates were issued in Puerto Rico to the companies hereinafter named. The effective and expiration dates, learner rates, occupations, learning periods, and the number

or proportion of learners authorized to be employed, are as indicated.

Caribbean Manufacturing Co., San Sebastian, P.R.; effective 12-21-60 to 6-20-61; 30 learners for plant expansion purposes, in the occupations of sewing machine operators and final pressers, each for a learning period of 480 hours at the rates of 57 cents an hour for the first 240 hours and 67 cents an hour for the remaining 240 hours (children's dresses).

Caribe Sports Co., Inc., San German, P.R.; effective 12-27-60 to 4-10-61; 55 learners for plant expansion purposes, in the occupations of: (1) sewing machine operators, and hand lacers, each for a learning period of 320 hours at the rates of 47 cents an hour for the first 160 hours and 55 cents an hour for the remaining 160 hours; (2) die and clicker machine operators for a learning period of 160 hours at the rate of 47 cents an hour (baseball gloves and mitts).

Granada Mills, Inc., Km. 34.2 Villa Blanca, Caguas, P.R.; effective 12-27-60 to 6-26-61; 50 learners for plant expansion purposes, in the occupation of sewing machine operators for a learning period of 480 hours at the rates of 60 cents an hour for the first 240 hours and 70 cents an hour for the remaining 240 hours (ladies' panties and slips).

Janrico, Inc., Rincon, P.R.; effective 12-20-60 to 6-19-61; 28 learners for plant expansion purposes, in the occupations of: (1) sewing machine operators for a learning period of 480 hours at the rates of 70 cents an hour for the first 320 hours and 78 cents an hour for the remaining 160 hours; (2) machine operations other than sewing machine for a learning period of 160 hours at the rate of 70 cents an hour. (brassieres).

The following learner certificate was issued in the Virgin Islands to the company hereinafter named. The effective and expiration dates, learner rates, occupations, learning periods, and the number or proportion of learners authorized to be employed are as indicated.

St. Croix Textile Mills, Inc., Christiansted, St. Croix, V.I.; effective 12-20-60 to 12-19-61; five learners for normal labor turnover purposes, in the single occupation of basic hand and/or machine production operations for a learning period of 240 hours at the rate of 55 cents an hour (spinning of yarn from wool top).

Each learner certificate has been issued upon the representations of the employer which, among other things, were that employment of learners at subminimum rates is necessary in order to prevent curtailment of opportunities for employment, and that experienced workers for the learner occupations are not available. The certificates may be annulled or withdrawn, as indicated therein, in the manner provided in Part 528 of Title 29 of the Code of Federal Regulations. Any person aggrieved by the issuance of any of these certificates may seek a review or reconsideration thereof within fifteen days after publication of this notice in the FEDERAL REGISTER pursuant to the provisions of 29 CFR 522.9.

Signed at Washington, D.C., this 25th day of January 1961.

ROBERT G. GRONEWALD,
Authorized Representative
of the Administrator.

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